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日七初月四年寅丙

HONGKONG, TUESDAY, MAY 18TH, 1926 式拜禮

號八拾月伍年五十四國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	8.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yau-mai...Dep.	8.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	9.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Tai-po...Dep.	9.16	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Tai-po Market...Dep.	9.27	9.59	11.14	—	12.38	1.53	5.13	6.08	7.48
Fanning...Dep.	9.32	10.03	11.18	—	12.48	2.03	5.23	6.18	7.58
Shuang-shui...Dep.	9.38	10.07	11.22	—	12.52	2.07	5.27	6.22	8.02
Shum-chun...Arr.	7.42	10.18	11.33	12.20	12.58	2.18	5.34	6.29	8.09

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	8.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yau-mai...Dep.	8.50	9.24	10.39	—	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	9.02	9.36	10.51	—	12.21	1.36	4.56	5.51	7.31
Tai-po...Dep.	9.16	9.49	11.04	—	12.34	1.49	5.09	6.04	7.44
Tai-po Market...Dep.	9.27	9.59	11.14	—	12.38	1.53	5.13	6.08	7.48
Fanning...Dep.	9.32	10.03	11.18	—	12.48	2.03	5.23	6.18	7.58
Shuang-shui...Dep.	9.38	10.07	11.22	—	12.52	2.07	5.27	6.22	8.02
Shum-chun...Arr.	7.42	10.18	11.33	12.20	12.58	2.18	5.34	6.29	8.09

SHA TAU KOK BRANCH.

WEEK DAYS.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning...Dep.	8.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Shatukok...Arr.	8.40	9.25	10.40	11.50	12.10	1.25	4.45	5.39	7.20

WEEK DAYS.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shatukok...Dep.	8.30	9.05	10.20	11.30	11.50	1.05	4.25	5.19	6.50
Fanning...Arr.	7.25	11.10	12.00	6.55					

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning...Dep.	8.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Shatukok...Arr.	8.40	9.25	10.40	11.50	12.10	1.25	4.45	5.39	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shatukok...Dep.	8.30	9.05	10.20	11.30	11.50	1.05	4.25	5.19	6.50
Fanning...Arr.	7.25	11.10	12.00	6.50					

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Our London Letter.

POLITICAL PROPAGANDA BY CINEMA.

TOURS ARRANGED THROUGH THE VILLAGES.

SPEAKERS WAY WITH LABOUR OBSTRUCTIONISTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 10th.

POLITICS ON THE FILM.

It was perhaps inevitable that the film should, sooner or later, be used for political purposes. With the object of carrying political propaganda through the villages the Unionist Central Office has organised a film department. The method has been tested already with a daylight cinema van, which gave a show every afternoon and evening in a number of the midland counties, generally on the village green or some other open space. Needless to say it was found that the van soon drew a crowd. When the crowd had been got together and consolidated by the pictures a speaker delivered a short address on some related subject.

The success of this new departure was so pronounced that the party managers have decided to develop it. The political story is presented on the screen in various ways. There are animated cartoons and other pictures putting the party case. Not the least valuable from a propaganda point of view are the films taken by the department of Cabinet Ministers at work. The Prime Minister has been filmed seated at his desk in Downing Street, smoking the inevitable pipe. Mr. Winston Churchill, Sir Philip Cunliffe-Lister, Sir William Joynson Hicks, Sir Arthur Steel-Bell and other Ministers are to be taken in similar fashion. Being equipped to carry a complete cinema outfit that can be used in any hall available. This has been presented by the Junior Carlton Club.

POPULARITY OF THE ZOO.

I learn from the annual report of the Zoological Society of London that there is no falling off in the public interest in the well-conducted collection of wild creatures. On the contrary, the "zoo" flourishes. If one is to regard the circus as a place where animals have to do things which are not natural to them, and the modern zoological collection as a place where every effort is made to reconstruct their ordinary surroundings, the preference for the zoo seems an entirely healthy one. Animals are always interesting, and it is a good sign if more and more people are beginning to realise that there is far more interest in their natural behaviour at a zoo than when seen at a circus performing tricks that have to be acquired by methods that are nearly always open to suspicion.

The change of the methods of keeping the animals is indicated in the report by the references to diet and sanitation. There is now the application of artificial sunshine to animals whose natural home is the tropics, and tuberculosis has been notably reduced by putting fresh milk instead of condensed into the diet sheet. The authorities of the London "zoo" are now in the happy position of being able to rear and keep many rare animals that in former years drooped and died in captivity.

EQUAL TO THE OCCASION.

It used to be said that the Irish Nationalists in the palm days of Biggar and Parnell had exhausted all the arts and devices of Parliamentary obstruction. They certainly succeeded in holding up the business of the House of Commons and wasting valuable time. The only representatives of those days on the Green Benches is the genial and popular T. P. O'Connor, the "Father" of the House. But the obstructionists of yore have successors of sorts in a section of the Labour Party.

A few nights ago these disgruntled persons set themselves to obstruct the passage of a Bill in Committee so that the House had to sit all night. As a growing effort in order to block it completely, as they hoped, they conceived the brilliant plan of refusing to pass through the division lobby. Here was an unprecedented difficulty. How to deal with it was beyond the competence of the Chairman, and the Speaker was sent for. He came out of bed at dawn and went down to the House. He was not at all for a moment. He immediately ordered the suspension of the rebellious group of Labourites for five days, and thus most effectively disposed of them.

(Continued on next column).

SHANGHAI'S FUTURE GREATNESS.

CHINESE SCHEME OF MUNICIPAL GOVERNMENT.

HAVE THE FOREIGNERS A POLICY?

The possibilities of Shanghai as a world port, emphasized and closely analysed in reports published by the Whan'poo Conservancy Board as far back as in 1917 and 1918, seem all at once to have become realized by the public, writes the N.C. Daily News.

At first pronounced extravagant, this theme of Shanghai's future greatness appears now to be not only universally accepted but believed in as something inevitable. The realization of this vision, however, presupposes certain essential conditions. First of all—and that is a point sometimes forgotten—the degree of Shanghai's greatness depends fundamentally on the fate of China, on her development and the economic and general conditions of her people, and on the ability and character of the men, whether Chinese or foreign, who form the community and shape its destinies. There is a tendency to believe that Shanghai can lead a life apart from the Chinese nation. In reality it cannot.

THE PORT.

Apart from these fundamentals, there are two local technical needs, that have to be satisfied, namely, certain vital requirements in regard to general port improvements, and in regard to the government of the place as a whole.

The harbour and its approaches, as all will remember, were the subject of careful investigation and definite recommendations made by the Committee of Experts invited for the purpose in 1921. With such amendments as changing conditions may call for, the scheme thus proposed for a Harbour Board or Port Authority appears perfectly designed to meet the situation. The nucleus of such a Board already exists in the Conservancy Board and the Customs Harbour Department. While the proposal has lain dormant for four years, and may be difficult to put into effect, there is at least a definite aim, towards which all interested can work.

THE MUNICIPALITY.

But in regard to the municipal government of a greater Shanghai, the situation is more difficult. There is, as we only know too well, a diversity of control and interest throughout. The two foreign Settlements, the two Magistracies of Shanghai and Paoshan, and the municipal administrations of the City, Nantao, Chapei, Footing, Woosung, etc., have each a limited sphere only, resulting in a multiplication of offices and lack of co-operation which is fatal to the district as a whole, stunting its growth and inimical to its welfare.

(Continued on next column).

Naturally the promptitude with which the Speaker acted has created a profound impression, and his action has inspired real admiration. What he did was to create a precedent, and he told the House later that if necessary he is prepared to create more precedents of the kind. There is no doubt that as Speaker Mr. Whitley stands honourably in a great succession.

SIR ROBERT HOUSTON'S MILLIONS.

Announcement of the death of Sir Robert Houston, the Liverpool shipping magnate, has revived a "legacy story" that Lord Birkenhead, the ex-Lord Chancellor, would benefit greatly under the rich man's will. One paper went so far as to state this as a positive fact. The rumour has, however, been disposed of by a denial issued by the late Baronet's solicitors. Sir Robert Houston leaves no heir, and it will be recalled that much interest was aroused by his marriage a few years ago when he was 73, to Lucy Lady Byron, who was one of the first five women to be created Dame Commanders of the British Empire. His estate is put at between six and seven millions sterling.

The story of the legacy to Lord Birkenhead is doubtless due to the fact that in the days of his youth Mr. R. E. Smith, as the future Lord Chancellor then was, enjoyed the close friendship of the head of the Houston Line of steamships. The brilliant young barrister expressed the elder man's point of view in politics. But as a matter of fact of late years Lord Birkenhead's opinions were not altogether acceptable to Sir Robert, and they had drawn apart. Sir Robert was a striking figure, big and handsome, with a heavy black beard, and a genial manner, which earned him the nickname of "the Pirate" among his friends.—H.B.

"SHANGHAI—THE METROPOLIS."

In a paper read before the Engineering Society of Shanghai in 1919 by Mr. H. von Heidenstam, entitled "Shanghai—the Metropolis," it was suggested that the first step towards the efficiency required in municipal affairs in a growing community of over a million souls was a single Chinese municipal area embracing all the component parts of greater Shanghai on both sides of the river from well above Lung-hua down to the Yangtze, into which the Settlements, which at the time, seemed politically a fixture, could later be merged.

Present experience shows that a good method of municipal government by Chinese in China, has not yet been evolved and it may take some time to evolve one. It is suggested, however, that in this case even a bad attempt at government is better than none. Besides, how are the Chinese ever to grapple with modern city problems if they do not make a start? When, therefore, the Chinese Government last summer, issued a mandate for a Shanghai and Woosung Municipal Area, it looked as if a great step forward were about to be taken. Unfortunately the reform existed only on paper. No effect in practice has as yet been given to this mandate and the constitutional power, territorial extent and organization of the municipality announced by Peking has never been defined.

A PRACTICAL EFFORT.

The advent of Marshal Sun and Dr. V. K. Ting seems to herald a new day. Unless Marshal Sun's admirable speeches mean nothing, and this we do not believe, a practical effort is to be made to achieve practical progress. Of course much depends upon the amount of public support available amongst Chinese. But there is a class of men who are genuinely patriotic and who are anxious to see a modern city in China for Chinese. Mistakes at first there must be. But if the right men will come forward, success should gradually follow. This will be disputed by some. But unless a beginning is made and practical experiments in Chinese municipal government are undertaken, how can foreigners look, with any feeling of safety, towards the not distant day when they may be forced by the exigencies of world policy which rides roughshod over individuals, to surrender the wonderful oasis of clean government, which they have created in the midst of the surrounding chaotic and medieval conditions? The only wise course must, therefore, be for foreigners, as early and effectually as they can, to assist the Chinese of Shanghai to shoulder and build up a municipal government of a unified greater Shanghai, excluding for the time being, the Foreign Settlements. In this respect, it seems pertinent to ask: Have the foreigners a policy? Are they willing to co-operate? Are the Chinese willing to accept assistance? Can they do what they are trying to do without foreign aid?

DESERVING OF SUPPORT.

In earlier days, one way out might have been to initiate Chinese representatives on the Shanghai Municipal Council, and when the Council had gradually been sufficiently "Chinaised," to extend this Settlement to include all of the larger Shanghai. But this was not done, when it could have been done, and would now, one imagines, be unacceptable to the Chinese. There remains Marshal Sun's scheme, as indeed, the best way, however, the only practicable one, namely, to create a larger, broader Chinese municipal government for the greater surrounding Shanghai, and to raise it to such a degree of efficiency that there may be no essential difference between it and the administration of the foreign area. How long a period it will take to effect such a change can only be shown by experience. From Marshal Sun's speeches the concrete scheme, which he and Dr. Ting now have under preparation is somewhat on the lines here advocated, and should have the support and co-operation of all local authorities and bodies.

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CONDITIONS IN MOSCOW. SHANGHAI MAN'S IMPRESSIONS. ALL TOURISTS RIGIDLY SEARCHED.

Mr. Ronald Schlee, manager of D. Anderson & Co., Ltd., who returned to Shanghai recently after a trip across Russia from London, gives an extraordinarily interesting account of conditions in Moscow.

To the average tourist, Moscow, as the hub of the country, does not show a gay side, Mr. Schlee said when questioned about general conditions there. It may be added that Mr. Schlee's own observations have been made accurate through a knowledge of the Russian tongue, and of conditions in the capital in other years. Speaking from this point of view, he said that Moscow might be called a sad city, in spite of the 40 theatres running to full houses, and the several opera companies with their full nightly well-rounded out patronage, as well as a negro operetta playing before large audiences. At the cabarets and night cafes, many of which have roulette wheels and similar devices going at full swing under Government sanction, there is none of the care-free hilarity which is commonly associated with these places to give them a *raison d'être*. Vodka is much in evidence, as are those who have been over-imbibing it. Jazz, having come under the ban of the Government as immoral, is not danced in these places, so that the concertina of the old days has had no serious set-back from the saxophone.

RUINOUS PRICES.

From the stand point of the tourist, however, the most casual can realize that prices are sky-high. A cup of tea will cost 30 kopeks, or about a shilling, and other prices range proportionately high. This is due partly to the fact that although the external rate of exchange or the international currency standard is given at such and such a rate, practically the rouble is not worth as much as it is quoted at in the banks. A tourist wishing to have his gold or sterling changed into Russian roubles would naturally go to one of the state banks for the purpose. If he went to one of the "black markets" where money is changed, he would receive more roubles for his foreign money. Coupled with the fact that the exchange has a fictitious heading, the actual internal rate of exchange of the rouble, is the yet more potent one of the decreased buying power of the rouble owing to high prices. Mr. Schlee says that the rouble has actually decreased in value internally 30 per cent, whereas no evidence of this as yet appears in the international quotations.

A CRISIS APPROACHING.

Linked with this also are the closely-akin economic conditions of the country, which are rapidly approaching a crisis, Mr. Schlee said. This crisis is inevitable because the State Bank has issued its new rouble up to the present and kept it apparently steady on the internal exchange, but in spite of this, prices have risen materially. The Government themselves admit to internal inflation, and the rouble has depreciated between 20 to 30 per cent, within the last year. The failure of the Gosplan, a plan which was to have revived the economic conditions of the country, has now become definitely understood. This was to have made possible a considerable surplus of grain for export to enable the Government to buy machinery, raw materials for their textile mills, tea, and so on, from foreign countries, on a larger scale than in previous years. The various Government export trade organizations, however, found that it was impossible for them to buy produce in Russia and sell it at a profit abroad. What really happened was that the peasants blankly refused to part with their produce in exchange for the new rouble which they did not trust. In consequence the whole Gosplan failed.

A COMMUNIST BOY SCOUT.

The tourist, however, while he may not be alive to these internal workings of the state capitalism, which Mr. Schlee describes as aware of the general trend of things after a short stay in the country. He may observe, as pointed out by Mr. Schlee, that a railway porter receives 40 roubles or about £4 a month, out of which he must pay for his food and lodging at prices considerably higher than formerly. The tourist may even have occasion to enter into conversation, as did Mr. Schlee, with a Communist boy scout or rather "Pioneer" as this youthful enthusiast would term himself in Russia. Part of the code of the "Pioneer" includes no drinking nor smoking, and "since there are still people in the world who believe in God, no scoffing at people of this kind," as the "Pioneer" himself explained in answer to the rules of his game.

The tourist will also hear about the proposed statue to Karl Marx which was to have put in its appearance in front of the Moscow Opera House, and which was included in the budget of the year, but had to be cut off the list. The present shrine, which draws countless pilgrims of the new régime, is that of Lenin, in Moscow, the Communist ultra-disciple, who lies encased in his crystal coffin for the world to gaze at.

(Continued on next column).

CHINESE Y.M.C.A.'S IN SHANGHAI.

NEW BUILDING IN FRENCH CONCESSION. CAMPAIGN TO RAISE FIVE AND A HALF LAKHS.

The Shanghai Chinese Y.M.C.A. is now bestirring itself to secure its first branch building. The Association was organized in Shanghai in 1900 and since that time it has done work for young men and boys which has generally commended itself. It now has 3,000 members of all provinces and from many classes. For 25 years the Association has held its headquarters in Szechuen Road, where it had two buildings. One, opened in 1907, was used for men's work and the second was devoted to the schools and work for boys. It has been found through investigation, however, that if the headquarters were moved to the French Concession many more who now never visit the building, because of the distance, would be able to use it, for it has been estimated that 500,000 people live within less than one mile from where the new building will stand.

Thus the need for a fully equipped modern Y.M.C.A. building in the southern and western sections of Shanghai has become so urgent that the Board of Directors of the Shanghai Y.M.C.A. has decided to complete the building-fund which they began to raise in 1918. The Campaign Committee has been appointed and has been actively at work making preparations for the last three months. They propose to erect a building, costing with land, Tls. 555,000. Towards this amount, they raised in 1918 \$130,000. This fund was not sufficient to erect a building, but was invested in six mow of land in Rue de Montigny near Rue du Consulat. The new building is to be built on one half of this piece of land, the other half will be sold and the funds used in the building.

In 1923 funds in American were asked to assist in securing the funds for this new building. They most heartily responded and promised to provide \$100,000 if the balance of the funds necessary could be raised in Shanghai. They have patiently waited for more than three years for their gift to be claimed and it must be claimed this year or lost. Therefore, the new campaign must be now or never. It is to be conducted from May 20th to June 10th and must raise Tls. 160,000. When this is secured the total fund Tls. 555,000, will be complete and the building can be erected without further delay. The Committee, with Dr. Tong Shiao Yi's leadership, have already approached a number of wealthy citizens and firms, several of which have promised their hearty support. The opening guns for this campaign will be fired on the evening of May 20th when all workers will be invited to attend the opening banquet. Chinese are particularly being asked to subscribe to the fund, and a few foreign firms who employ many Chinese.

HIGH DUTIES.

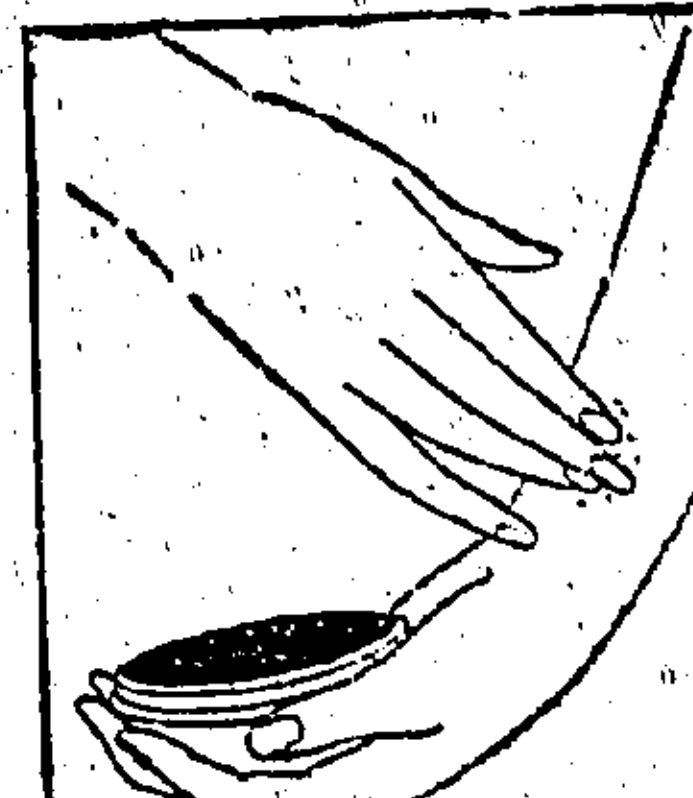
That money is badly needed, not only for public works, but for numerous reasons, is likewise evidenced in the methods which the Government are using to prevent money from going out of the country.

This also comes within the direct scope of the tourist's vision, since he finds himself rigidly searched at the frontier, either entering or leaving Russia. Import duties have already been raised 300 or 400 per cent, according to Mr. Schlee, in order to put a stop to the method of small parcel exchange between Riga and Moscow which fell under the Government's disapproving eye. At present when a tourist enters Russia he has his luggage gone over "with a fine comb." Mr. Schlee had occasion to see an unfortunate Indian, travelling on his train, who had to pay \$3 duty on two pairs of sandals which, while not old, were declared to have been worn several times by the Indian. Everything is dutiable. It would seem, and manufactured goods and new articles are assessed without reservation, or confiscated in some instances.

PAPERS A GREAT DANGER.

It is highly inadvisable to carry papers or books into the country, Mr. Schlee declared. One Japanese, who spoke no English, was found travelling with a trunk in which Japanese papers and notes joined in the margins of books aroused the officials' suspicion. The Japanese was sent back to Chita, where unfortunately for the good judgment of the Russian officials, the Japanese consul there disclaimed responsibility for him, since he was considered a dangerous Socialist.

Apart from the high prices, the trip can be made, however, with a fair degree of comfort and speed, Mr. Schlee said. He left London on April 10th, going by aeroplane to Cologne and Berlin and arrived in Moscow on April 20th. He left there on April 21st, and arrived at Chita, on the 29th, where a three-days delay kept him until May 3rd. Coming straight from Harbin to Shanghai, he arrived here on May 9th, having completed the entire journey in 24 days.



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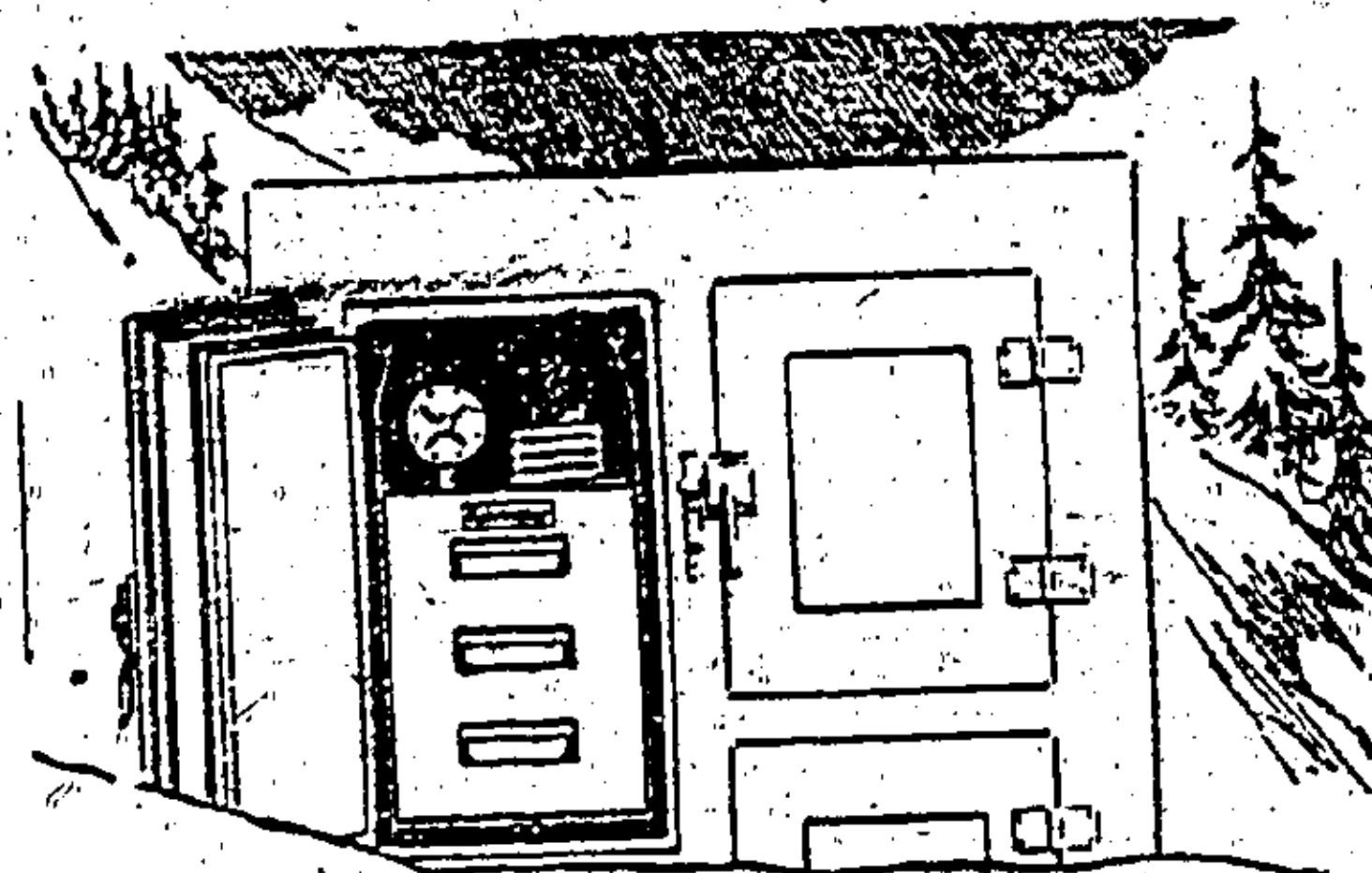
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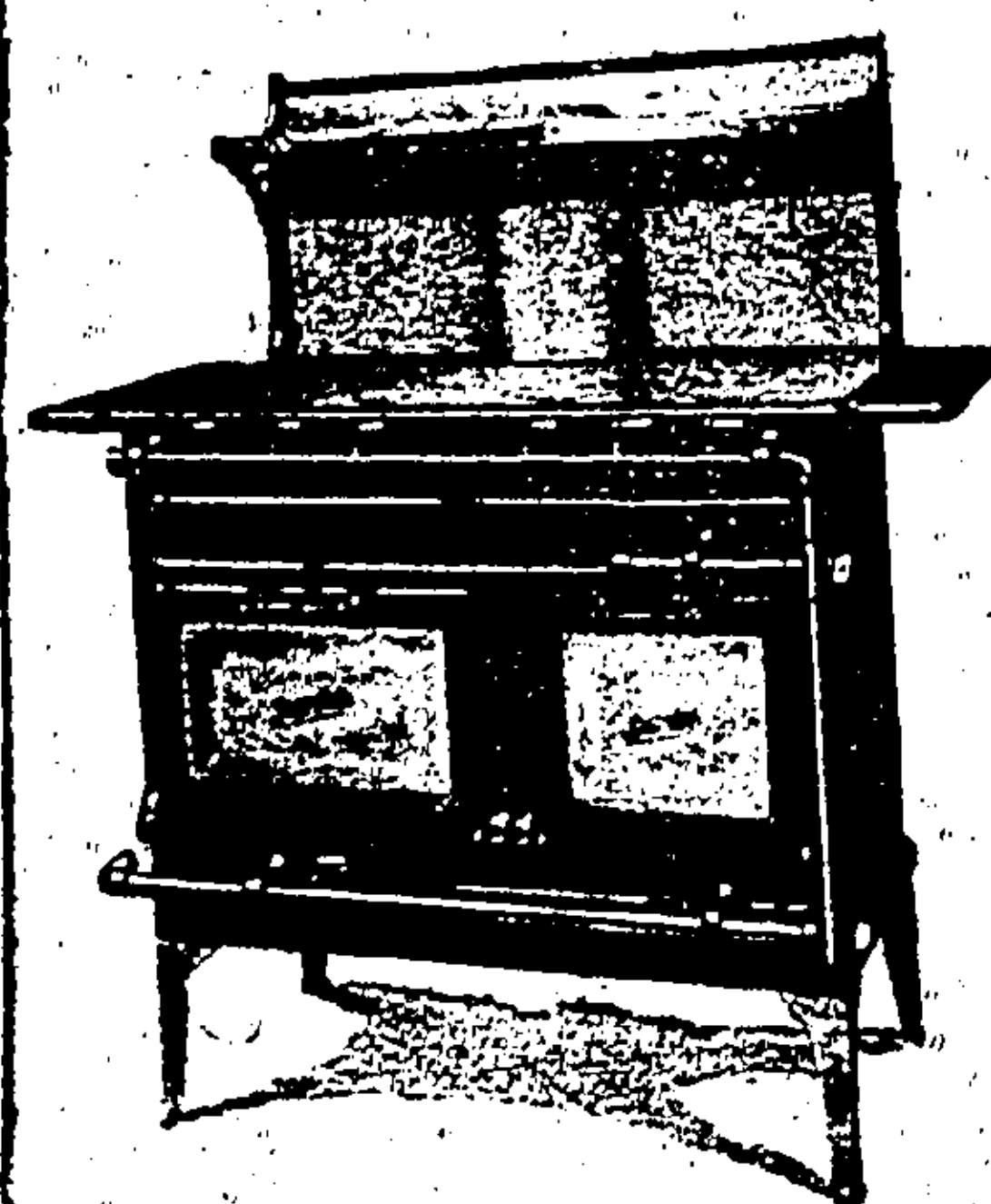
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3562

RENTS IN HONGKONG.

PETITION FOR CONTINUANCE OF GOVERNMENT CONTROL.

FACTS AND FIGURES PRESENTED BY THE TENANTS' PROTECTIVE ASSOCIATION.

The Hongkong Tenants' Protective Association, claiming a membership of 7,000 and to represent upwards of 100,000 residents of Hongkong, have presented a petition to the Government asking that the Rents Ordinances "be extended for a further term of one year and until normal trade is re-established, subject to such amendments as are considered advisable."

It has been announced that the Rents Ordinance which was extended last year until June 30th, 1926, will now be allowed to lapse on that date.

The Petitioners state that some landlords have already intimated their intention to eject their tenants on the first opportunity, and this attitude is attributed to the refusal by the tenants to comply with verbal demands for an increase of rent beyond the limit of that recoverable. Other points which they make are as follows:

(1) That rentals in this Colony are unwarrantably high. A comparison with the International Settlement of Shanghai will show that both in the business and in the residential quarters of the Settlement rents are considerably cheaper notwithstanding that the volume of trade in Shanghai is considerably greater than in this Colony.

(2) That the cost of living which bears most heavily upon the poorer classes has increased during the last year and now is a matter of grave anxiety and that rentals have a direct and immediate effect on the cost of living.

(3) That the development of the Colony has resulted in the crowding of both wholesale and retail shops into a small area in the central district and that separate trades have further confined themselves to particular localities comprising in many cases all the business firms in that trade.

(4) That by reason of this it is now quite possible for landlords to exercise more than a fair control over certain complete trades and that in the case of provision trades for local consumption the situation is one nearly affecting every resident of the Colony.

(5) That a change of established business or the removal of any trade from a locality where goodwill has been built up is only effected with serious loss of custom, trade connections, fixtures and fittings. The Petitioners view with alarm such dislocation or cessation of a number of businesses in the Colony.

(6) That the conditions of transport in this Colony both of persons and of goods have not developed commensurately with the volume of the trade of the Colony or its normal population—that is to say the conditions of transport between the central districts and the remoter areas are still insufficient.

(7) That an encouragement and an increase of cheap and speedy transport would enable a number of firms to establish and carry on their business in the less congested parts adjacent to the central district and compete with those in the central district and that until transport facilities are increased the central district with its shorter and better established lines of communication will afford landlords a control over certain trades in the Colony equivalent to a monopoly.

(8) That in the respect of the transport of persons a similar condition prevails and although it is known that domestic tenements are available in the more outlying parts at lower rentals than those prevailing near the business centres several of such tenements are now empty, because of the time taken up in getting to their places of work.

(9) That in the year 1924 residences were provided for Chinese civil servants at Shamshui and that few have taken advantage of the opportunity.

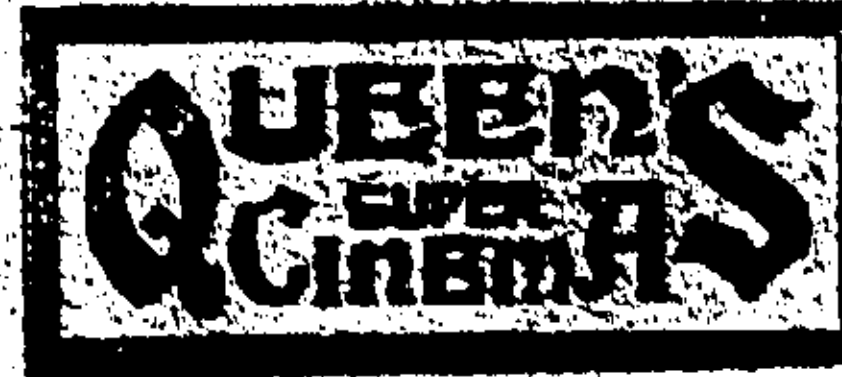
(10) That certain trades and businesses employing stevedores, cargo coolies and other workmen connected with shipping would be materially prejudiced by loss of time if their employees were not readily at hand.

(11) That a sudden discontinuance of all existing control over rents will for the reasons mentioned above have far reaching results in an increase in the cost of living and in a tendency to overcrowd.

RENTS CHARGED.

Attached to the petition is a schedule of Chinese tenement houses, arranged in districts approximately according to size. This schedule is designed to show that rents for properties outside of the scope of the Ordinance are considerably higher than those for similar buildings which are protected by the Ordinance from any rent increases. The schedule, which was drawn up this month, is as follows:

House.	Stores.	Rents p.m. ex rates and taxes.	Protected or not.
CENTRAL DISTRICT.			
118, Des Vaux Road Central	4	\$270.00	Yes.
85, Des Vaux Road Central	5	\$700.00	No.
236, Des Vaux Road Central	4	\$195.00	Yes.
234, Des Vaux Road Central	5	\$983.00	No.
WESTERN DISTRICT.			
208, Des Vaux Road West	3	\$180.00	Yes.
212, Des Vaux Road West	4	\$200.00	No.
50, First Street	3	\$88.00	Yes.
45, First Street	4	\$140.00	No.
52, Second Street	4	\$93.10	Yes.
45, Second Street	4	\$220.00	No.
40, Third Street	2	\$75.00	Yes.
42, Third Street	3	\$134.00	No.
280, Queen's Road West	3	\$145.00	Yes.
283, Queen's Road West	4	\$220.00	No.
EASTERN DISTRICT.			
121, Wanchai Road	3	\$65.00	Yes.
107, Wanchai Road	4	\$150.00	No.
7, Cross Street	4	\$148.50	Yes.
2, Cross Street	4	\$270.00	No.
11, Tai Yuen Street	3	\$75.00	Yes.
19, Tai Yuen Street	4	\$135.00	No.
63, Stone Nullah Lane	2	\$43.70	Yes.
78, Stone Nullah Lane	4	\$130.00	No.
177, Queen's Road East	4	\$93.00	Yes.
300, Queen's Road East	4	\$230.00	No.
SHAMSHUI.			
71, Laichikok Road	3	\$57.00	Yes.
76, Laichikok Road	4	\$90.00	No.
71, Keelung Street	3	\$42.00	Yes.
51, Keelung Street	3	\$180.00	No.
80, Nam Cheong Street	3	\$38.70	Yes.
104, Nam Cheong Street	3	\$50.00	No.
MONG KOK.			
484, Shanghai Street	3	\$60.00	Yes.
459, Shanghai Street	4	\$175.00	No.
YAU MA TEI.			
137, Reclamation Street	3	\$90.00	Yes.
128, Reclamation Street	4	\$312.00	No.
283, Shanghai Street	3	\$120.00	Yes.
284, Shanghai Street	4	\$800.00	No.



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5.00 Sharp	\$1.50	\$1.00	60 cents
7.15	\$1.00	80 cents	40 cents
9.30	\$2.00	\$1.20	80 cents

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THE WORLD

TO-DAY At 5.15 & 9.15

ADOLPHE MENJOU

"SINNERS IN SILK."

ARMED ROBBERY IN HARBOUR. RAID OF "CARGO BOAT."

WOMAN WOUNDED BY A BULLET.

An armed robbery, attended by wounding, carried out in the early hours of Sunday morning on a Hongkong cargo boat which was lying in the harbour, was brought to light by a report made to the Police yesterday by the master of the boat.

He stated that his boat, of 300 piculs capacity, with five persons on board, himself, his wife, his father and two daughters, was lying in the harbour about 300 feet from the Praya Wall, opposite Lun Fat Street, at 1.15 on Sunday morning, when he was awakened from sleep by a noise of people moving about outside his bunk. He and his wife got up to investigate and found three men standing outside, and noticed two other men in another part of the boat keeping watch over a small sailing boat alongside. Two of the men were armed with revolvers. The master of the cargo boat asked the intruders what they wanted and was told in the Punt dialect to "keep quiet." At the same instant a shot rang out. The robbers then dragged out the master's father and two daughters and the whole party were gagged and bound and bundled into the hold, where they were searched. The robbers ransacked the boat, and after remaining on board for about one hour and a quarter, left in the small boat. They stole money, jewellery and clothing to the total value of \$222. On the master's wife complaining of a pain in her right side, it was found that the shot discharged had entered her body.

WEEK-END THEFTS.

UNIVERSITY PROFESSOR'S LOSS.

Several small thefts were committed during the week-end.

Professor J. L. Shellishear, of Hongkong University, has reported that a microscope, valued at \$80, has been stolen from one of his rooms.

A shroff in the employ of Messrs. Alexander Ross & Co. absconded after collecting \$500 from various firms.

Money, clothing and jewellery, worth about \$115, was stolen from the Tai Ping Theatre, the property of one of the Company now playing there.

Money and jewellery amounting to \$420 has been stolen from a box belonging to an amah of No. 2, Macdonnell Road. Another amah, of No. 2, Swatow Lane, lost jewellery to the value of \$105.

HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

May 17th, 1926.

Hongkong Bank	\$1,085 buy.
Do. London	\$125 nom.
Chartered Bank	\$220 nom.
Mercantile Bank, A. & B.	\$204 nom.
Do. Calcutta	\$218 nom.
P. & O. Bank	\$24 nom.
East Asia Bank	\$36 nom.
Overland Assurance	\$335 buy.
China Underwriters	\$190 buy.
North China Insurance	\$145 nom.
Union Insurance	\$208 sa.
Yantai Insurance	\$374 buy.
China Fire Insurance	\$170 buy.
Hongkong Fire Insurance	\$351 buy.
Do. Marine	\$323 nom.
H.K. & M. Steamships	\$26 sel.
Hongkong Telegraph	\$21 sel.
Indo-China (Ref.)	\$38 nom.
Do. (Def.)	\$40 nom.
Shell Transport	\$77 nom.
Star Ferry	\$624 nom.
Waterboats	\$15 nom.
China Sugars	\$24 sel.
Malayan Sugars	\$36 nom.
Banque	\$11 buy.
Kaisa Mining Ad.	\$48 buy.
Langkats (combined)	\$124 buy.
Do. (single)	\$124 buy.
Shanghai Explorations	\$4 nom.
Shanghai Loans	\$7 nom.
Banque	\$3 nom.
Tromoh Mines	\$35/ nom.
Ural Caspian	\$7/ nom.
H.K. & W. Wharfs	\$125 sel.
H.K. & W. Docks	\$155 nom.
Hongkong	\$150 buy.
New Engineering	\$150 buy.
Shanghai Docks	\$104 buy.
H.K. & S. Hotels	\$104 buy.
Hongkong Lands	\$31 buy.
Hongkong Realty (a.p.)	\$24 buy.
H.K. Territories (p.p.)	\$30 nom.
Humphreys Estates	\$153 nom.
Prince's Buildings	\$37 buy.
Bural Lands	\$7 nom.
Ewo Cottons	\$10, 10.10 buy.
Oriental	\$15 nom.
Shanghai Cottons (old)	\$15 buy.
Do. (new)	\$15 buy.
Amusements	\$111 nom.
Canton Iron	\$74 nom.
Cements (combined)	\$15 sel.
Do. (old)	\$18 nom.
Do. (new)	\$18 nom.
China Buses	\$11.80 buy.
China Lights (combined)	\$181 nom.
Do. (old)	\$14 sel.
Do. (new)	\$10 nom.
China Providents	\$5.30 nom.
Constructions	\$24 nom.
Dairy Farms	\$20 sel.
Der A. Wing (p.p.)	\$10 nom.
Hongkong Electric	\$44 sa.
Mace Electric	\$40 nom.
H.K. Developments	\$5 cts. nom.
H.K. Ropes (combined)	\$30 sel.
Do. (old)	\$10 sel.
Do. (new)	\$4 sel.
Hongkong Tramways	\$23.50 nom.
Lane Crawfords	\$104 sel.
Mackintosh	\$124 nom.
Peak Trams (old)	\$17 buy.
Do. (new)	\$14 nom.
Singapore	\$14 nom.
Dairies	\$4 sel.
United Asbestos	\$20 nom.
Watsons (old)	\$124 buy.
Wm. Powells	\$10 nom.
Singapore Traction	\$4 sel.
buy—buyers; sel—sellers; sa—sales; nom—nominal.	

Members in all parts of the House are apt to consider their opinions are wide spread.—The Speaker.

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22, DES VOEUX ROAD (OPPOSITE THE P. & O. BUILDING)

H.K.C.C. TENNIS TOURNAMENT.

OPEN DOUBLES SEMI-FINALS.

MILITARY PAIR TO MEET RUMJAHN'S TO-DAY.

The semi-finals of the Open Doubles Championship of the Colony were played yesterday on the Hongkong Cricket ground and resulted in H. D. and S. A. Rumjahn defeating Hancock and Redmond by three sets to one, and in Major Pratt and Major Stevenson defeating Hett and Grimble by three sets to two. The two winners will meet this afternoon at 4.15 p.m. to decide who shall hold the title for the current year.

STAND COURT MATCH.

Hancock and Redmond engaged H. D. and S. A. Rumjahn in the Stand Court. Great interest was taken in the match and not long after its commencement spectators filled both sides of the Court.

To reach the semi-final Hancock and Redmond drew a bye in the first round and defeated the following pairs:-

H. Lo and C. Choa, 6-2, 6-4, 3-6, 6-3.
N. Trambitzky and J. W. Leonard, 6-3, 3-6, 2-6, 6-3, 6-2.
J. M. da Silva and Y. A. Wahab, 6-3, 6-3, 6-1.

H. D. and S. A. Rumjahn had a "walk over" from R. E. Oliver and D. R. Gowler and defeated:-

H. Owen-Hughes and G. W. Sewell, 6-1, 2-6, 6-2, 6-3.
E. C. Fincher and E. F. Fincher, 6-1, 6-3, 7-5.

M. E. Lo and M. W. Lo, 6-1, 7-6, 6-4. Yesterday's match was undoubtedly the fastest and best seen so far in the tournament. There has not previously this year been a contest in which so few mistakes were made. The exchanges between the two pairs were swift and play was pretty to watch right to the end.

Hancock's put tremendous pace behind his shots and he won a great deal of applause by his lightning service and crash placing between his opponents. Redmond put a tourist into his service and had many backhand winning shots. The Club pair covered their court well and kept their opponents in the base line very often. They took the second set by forceful tennis. The Rumjahns' combination was better and they were aggressive whenever they had the opportunity.

THE PLAY.

Settling down early, the Rumjahns virtually ran away with the first set before Hancock and Redmond had started. Breaking through H.D.'s service and holding his own, Hancock and his partner secured a valuable two love lead in the second set. Each server won his game after this and so the Club pair eventually won the set at 6-4. The standard of play in this set was very high, all four players sending the ball across the net at swift pace and the volleying of both sides was exceedingly clever.

Play continued fast in the third and fourth sets, which the Rumjahns won. Hancock and Redmond pressed their opponents and there were many good rallies, but the agility of the youthful couple overcame the courtcraft and experience of the older pair.

MILITARY PAIR WINS.

In the other semi-final, Major Pratt and Major Stevenson defeated Hett and Grimble after some even play.

In reaching the semi-final Major Pratt and Major Stevenson drew a bye in the first round and defeated the following pairs:-

T. Akiyama and S. Uno, 6-8, 7-5, 6-1, 6-2.
E. de Sousa and F. Riberio, 6-2, 6-3, 6-1.

L. Baines and Miskin, 6-3, 6-8, 6-2, 6-4. Hett and Grimble defeated the following:-

Capt. D. J. Alfree and H. C. Gould, 4-6, 6-3, 6-4, 6-1.
K. Mawatari and H. Unotaro, 6-6, 8-6, 7-5.

Walk Over from A. D. Humphreys and R. E. Tottenham.

I. Newton and J. C. Broome, 6-1, 6-2, 7-5.

Hett and Grimble started very steadily and secured the first set without losing a single game. There came a distinct change and the Military pair combining pace with accuracy, took the next two sets comfortably. Major Pratt and Major Stevenson led in the fourth set by 4-1, but fell off and eventually lost the set at 5-7. In the final set the Military pair again led at 6-3, but their opponents secured the next game and looked like winning the tenth game to make all. Some cool play on the part of Major Stevenson, however, quickly put an end to the match in favour of his side and the Military pair thus qualify to meet the Rumjahns in to-day's final.

MIXED DOUBLES.

A very close Mixed Doubles match was seen yesterday when O. C. Womack and Mrs. Childs (owe 10) met Fitzroy Williams and Mrs. Williams in the semi-final. It went to the full three sets and was not finished until the light had almost failed. The decision went to the former pair. Mrs. Childs ably backed her partner and played steady tennis from the base line. Mrs. Williams showed herself to be the more forceful of the two and put in many cross shots.

The full results of yesterday's matches are as follows:-

OPEN DOUBLES:-H. D. Rumjahn and S. A. Rumjahn beat R. Hancock and E. A. Redmond, 6-2, 4-6, 6-2, 6-3; Major W. Pratt and Major W. B. Stevenson beat A. S. Hett and E. Grimble, 6-4, 6-2, 6-2, 6-4.

(Continued at foot of next Column.)

CRICKET.

HONGKONG TEAM FOR SINGAPORE.

SAILING ON THURSDAY.

The following will sail by the s.s. *Ho Sang* on Thursday to represent Hongkong against Malaya in the Interport Matches:-

H. R. B. Hancock (captain),
H. N. Balhatchet,
A. C. I. Bowker,
H. G. Burgess,
E. C. Fincher,
J. D. Humphreys,
Rev. W. B. Powell,
A. W. Ramsay,
E. B. Reed,
G. R. Sayer,
C. Q. M. S. A. J. Stripp, and
Capt. R. A. Watters.

In the *Daily Press* to-morrow Mr. R. Abbit will discuss the prospects of the team, and give them a few tips on "How to Win."

BASKET-BALL.

PRESENTATION OF TROPHIES.

The officers of the Hongkong Basketball Association with Mr. E. G. Steward as president will assemble in the play ground of the Chinese Y.M.C.A., 70-71, Bridges Street, at 4.30 this (Tuesday) afternoon, for the purpose of presenting trophies to the Ying Wa College basketball team, the winners of the senior and junior championships of this season.

The Ying Wa College "A" team also participated in the open league which closed earlier in the spring and came out second with the Chinese Y.M.C.A. just ahead of them. At the Sports Day of the South China Athletic Association, held at Happy Valley, May 2nd, the Ying Wa and the Chinese Y.M.C.A. played and the Ying Wa won.

The Ying Wa team have been coached by Mr. Richard Shim, headmaster of the College and captain of the South China Baseball Team. The League tables are appended:-

SENIOR.				
	P.	W.	L.	Pts.
St. Paul's College	6	2	4	4
Y.M.C.A. Hostel	6	3	3	6
Y.M.C.A. College	6	5	1	10
Queens' College	6	2	4	4
Educational Institute	6	2	4	4
H.K. University "A"	6	2	4	4
Ying Wa College "A"	6	6	0	12
H.K. University "B"	0	0	0	0
Ying Wa College "B"	6	2	4	4

JUNIOR.				
	P.	W.	L.	Pts.
Wauchoi School	5	2	3	4
Queen's College	5	1	4	2
St. Paul's College	5	3	2	6
Y.M.C.A. Day School	5	3	2	6
Ellis Kadoorie School	5	2	3	4
Ying Wa College	5	5	0	10

GOLE.

SHANGHAI VISITORS' CUP.

A very successful season is drawing to a close, and the Fanning courses will shortly be rested for a few weeks, in order to allow nature and artificial feeding to revive the soil.

It has been wonderfully cool at Fanning, and the Shanghai Visitors' Cup, to be played for on Whit Monday, should be a very popular event. This handicap, which is on view at Fanning's, was presented by some Shanghai golfers, who have taken this very generous way of thanking the Royal Hongkong Golf Club, for pleasant sojourns at Fanning, and the conditions of the competition, 36 holes medal play, on full handicap, give all members a chance of winning the trophy.

Players choose their own partners, and in order to allow for arrangements to be made regarding starting times, it is requested that entries should be made on the notices at the various Club Houses, or direct to the Secretary, by Friday morning, the 21st.

Post entries are allowed, provided members can arrange their own times.

FANLING HUNT.

HANDICAP STEEPLECHASE.

The following are the entries for the Fanling Hunt handicap steeplechase, about 5 miles:-

Mrs. R. J. Paterson's John Smith (175 lbs.)
Mrs. R. J. Paterson's Cheriton Vale (175 lbs.)
Lieut. Comdr. Fanshawe's Racehorse (182 lbs.)

Capt. R. G. Sturges' Reynolds (175 lbs.)
Capt. R. G. Sturges' Spagetti (155 lbs.)
Mr. R. K. M. Simpson's Smart Guy (145 lbs.)

Mr. C. H. Turner's Prairie Oyster (late Auchanrech), (150 lbs.)
Mr. R. H. Charles' Chessman (155 lbs.)
Mr. L. Reidy's Naples (late Bay of Naples), (145 lbs.)
Dr. F. Pierce-Grove's Curlew Dahlia (155 lbs.)
Mr. A. H. Rotts' Two Pairs (155 lbs.)

HANDICAP DOUBLES:- (4th round) W. L. Dunbar and W. Lyons (owe 1/6) beat T. C. Monaghan and C. O. Strash (owe 4/6), 6-1, 6-3; (3rd round) L. Foster and R. E. Tottenham (owe 3/6) beat A. K. Mackenzie and A. C. I. Bowker (scr.), 6-3, 6-0.

MIXED DOUBLES:- (Semi-final) O. C. Womack and Mrs. E. R. Childs (owe 1/6) beat H. W. Fitzroy Williams and Mrs. Williams (rec. 4/6), 6-3, 8-10, 7-5.

TO-DAY'S MATCHES.

OPEN DOUBLES FINAL:- H. D. Rumjahn and S. A. Rumjahn v. Major W. W. Pratt and Major W. B. Stevenson.

CLUB SINGLES:- (3rd round) R. E. Tottenham v. R. A. Redmond.

"NO VIRTUE IN CHINESE LAW."

DRAMATIC SCENE IN SHANGHAI MIXED COURT.

VEHEMENT PLEA NOT TO BE HANDED OVER TO CHINESE AUTHORITIES.

There was a remarkable scene in the Mixed Court, Shanghai, on May 12th when an order was made that Loo Yung Ming should be handed over to the Chinese authorities for trial. Loo at one time was employed in the office of a foreign lawyer, but recently, it was said, he has been acting as the director of a so-called relief bureau for the stated purpose of distributing rice to poor people. The Chinese alleged that he had falsely represented himself to be an official of the Government and that he had made and used what purported to be official seals, though he was not vested with the necessary authority.

Mr. E. T. Maitland, prosecuting solicitor, represented the police, and Mr. P. Faison defended.

It was stated in Court that, although the defendant at first denied the truth of the allegations, subsequently he admitted that he had acted illegally. The Bench found that a *prima facie* case had been made out and ordered that the defendant should be handed over to the Chinese authorities for trial.

Two Chapel police representatives gave evidence as to what was found when defendant's house was raided, but Mr. Faison argued that no proof had been offered of any pretence that the seals were Government seals, or had that been the defendant's intention, though unfortunately one of them bore a certain resemblance to an official seal. The accused had done everything possible to establish his *bona fides* and to secure the required permission to use the seals.

Mr. Faison asserted that there was an ulterior motive behind the charges laid by the authorities of Chekiang and the allied provinces and this was supported by the accused, who said that the whole affair arose out of an opium dispute.

Mr. A. J. Martin (British Assessor) then gave the following ruling:- "The court is satisfied that a *prima facie* case has been made out on the charges framed and orders that accused be handed over to the Chinese police, who are to be informed that judgment against the accused for \$304 has been given and that it has not been satisfied in a civil case in the Mixed Court."

Following upon this verdict, there was a dramatic outburst by the prisoner, who vehemently declared that there was no virtue in Chinese law, for those who were supposed to administer it relied only on their own might. Force of arms was the only law these people knew. Violently gesticulating, he begged the Bench to alter their decision, saying that the Chinese authorities had made up their minds to execute him and that he would sooner be shot by the Mixed Court than be turned over to the mercy of his own people. For several minutes the man defied all attempts to remove him from the dock and eventually he was dragged away by several policemen.

PUPILS' RECITAL.

FINE PERFORMANCE BY PROF. ORE'S STUDENTS.

Songs were at a premium in the City Hall last evening, on the occasion of the recital by Mr. Harry Ore's pupils, assisted by the Professor himself, Mr. C. Y. Pasang and Mr. A. Boves-Smith.

The programme was opened by Professor Ore giving admirable renderings as was to be expected-of "Bourie in B" (Bach), "Scheizo in A flat" (Beethoven) and "Etude in G flat" (Chopin). Then followed contributions by Miss Dorothy Ray, Miss Grace Ho Tung, Miss Hilda Xavier and Mr. Henry Kew.

Mr. Kew received a great ovation at the conclusion of Chopin's "Military Polonaise."

Mr. Pasang's violin solos were well-received and many expressed the hope that he would be heard more often on the concert platform.

Miss Mira Gutierrez, Miss Daisy Ma (encored), Miss Winifred Kew and Miss Alda Leon all received well-merited applause. The last named gave Missa Levitskii's "Valse in A" and Liszt's "Bigoletto-Paraphrase," in which she balanced well the leading melodies with the accompanying runs.

Mr. Boves-Smith gave a skilful rendering of Chopin's Ballad in G minor and as an encore played Chopin's "Nocturne in F sharp."

The recital concluded with three brilliant solos by Professor Ore, the first of which "Orphan's Lullaby" and two of which "Mennet" are his own compositions, recently published by Messrs. Stainer and Bell, Ltd., London.

ANOTHER PIRACY.

HONGKONG JUNK CHASED BY PIRATES.

ARMAMENT STOLEN AND MASTER'S BROTHER KIDNAPPED.

The story of another piracy of a Hongkong cargo boat, the kidnapping of the master's elder brother, the wounding of a member of the crew, and the theft of the armament of the junk, is given in a report made to the police, following the arrival at Hongkong of the pirated craft from the Heungshan district where the piracy occurred on April 28th.

The master of the cargo boat, which is of 1,377 piculs capacity, and carried a crew of thirteen men, and armament consisting of four cannon, 12lbs. of shot, two rifles, 200 rounds of ammunition, five muskets and 25lbs. of powder, stated that the boat left Macao at 6 p.m. on April 23th for Shek Ki with no cargo. About 3.30 a.m. on April 28th, when off Mo To, in the Heungshan district, a sampan, with about twelve men in it, was observed rowing towards the boat. When the sampan was about thirty feet away, the occupants hailed the master of the cargo boat and ordered him to lower the sails, otherwise he would be shot. Several of the men appeared to be armed with revolvers. The master of the cargo boat refused to comply with the order, and the junk continued on its course. The pirates gave chase and fired several shots. Seeing that the junk was being overtaken, the master ran it ashore, and he and his crew made for the hills. The pirates gave chase, still keeping up a discharge of firearms. One of the *fukis* was wounded in the left foot, and the master's elder brother was captured by the pirates.

The pirates remained until about 9.30 a.m. and were observed by the master and crew to be removing things from the junk into their boat. The pirates then left, taking their captive along with them. The master and crew returned to the junk from their hiding place in the hills and found that the pirates had taken all the arms. The value of the stolen goods amounted to \$240.

The junk was then sailed for Shek Ki, arriving there at 6.30 p.m. on the same day (April 28th). The wounded *fuki* was taken to hospital and was still detained there when the junk left Shek Ki on May 7th for Yeung Ki, Heungshan district, where it arrived on the afternoon of May 8th. There a cargo of firewood and sundries was loaded and the junk set sail for Hongkong, arriving here last Thursday.

CANNON OR PEANUT OIL MACHINERY?

SEQUEL TO POLICE DISCOVERY AT YAU MATI.

The case in which Lai Tak, the master of the Tin Lee engineering shop, at 352, Reclamation Street, Yau mati, is charged under the Arms Ordinance with unlawful possession of six dismantled cannon and spare cannon parts, was again before Mr. J. H. B. Nicholl at the Kwoon-Magistrate's court yesterday.

This case, it will be recalled, is a sequel to a raid carried out by police and detectives recently at the engineering shop of the defendant. Inspector Pinnett, who is prosecuting, asked for another week's remand. He understood, he said, that Mr. W. B. Hind, who has been instructed for the defence, would probably make an application for further remand in order that the instruments seized could be assembled to prove that they were used for making peanut oil.

His Worship adjourned the case for a week.

ADULTERATING MILK.

MAXIMUM FINE IMPOSED.

A Chinese, the son of a dairyman, was charged at the Central Magistracy yesterday, with adulterating milk and was fined the maximum amount-\$100.

He was caught in the act of adding water to the milk from his flushing system at a public latrine in Sham-shui-po.

The analyst's report showed that from 47 per cent. to 50 per cent. of water had been added. The samples contained 4.38 per cent. of solids, whereas genuine milk contained not less than 8.50 per cent.

ALL FOR NOTHING.

A Chinese, who apparently wanted a smoke, was entirely disillusioned on Sunday morning, when he snatched some cigarette packets from a shop in Ko Shing Street. The packets which he could ascertain their contents he was chased and captured.

At the Central Magistracy yesterday he was sent to prison for four weeks. He had been previously convicted for larceny.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory, said:-

The anti-cyclone is still central over Mid-Japan, and a wedge of relatively high pressure extends Westward over South China.

Local forecast:- East winds, moderate, fair.

CHIANG KAI SHEK'S PROGRAMME.

QUESTION OF THE BOYCOTT. PICKETS ORDERED NOT TO MAKE ARRESTS.

[FROM OUR CHINESE CORRESPONDENT.]

General Chiang's bill before the Kuomintang Central Executive Committee, now in session in Canton, deals with the future activities of Bolsheviks as follows:—

1.—The Communist Party shall so instruct its members, who are also members of the Kuomintang, that they may not misinterpret or misconstrue the three people's doctrines of the late Chief of the Kuomintang, Dr. Sun Yat Sen.

2.—Communists having joined the Kuomintang shall file their names and addresses with the Kuomintang Central Headquarters for reference and information.

3.—No Communist may hold any principal office within the Central Headquarters of the Kuomintang.

4.—No Kuomintang member, without the consent of the highest authorities of the Party, may undertake the leadership or organization of another party or assembly.

5.—No Kuomintang member, without the consent of the highest authorities of the Party, may undertake new organizations.

6.—All instructions issued to their members by the Third International and the Communist Party shall henceforth be subject to review by a joint conference of the Kuomintang and the Communist Party before publication.

7.—No Kuomintang member may join any other party, but a Kuomintang member may be permitted to resign in order to join the Communist Party. A member who resigns for this purpose may, in the future, be refused re-admission into the Kuomintang.

8.—All persons found violating the foregoing rules and regulations shall be severely punished.

If the measures proposed by General Chiang were adopted *in toto*, the Third International and the Communist Party in Canton would be under strict Kuomintang supervision. To compromise matters, a special commission of the five Kuomintang members and three Communists will form themselves into a peace conference in order to decide future policies and to consider what co-operation may be possible between the two sections now in conflict for the domination of the Canton situation.

The functions of this special commission include the investigation of acts by unruly elements with power to recommend measures for reform and discipline. The commission also has the right to prefer charges against the Communists before the Central Executive Committee. The representatives of the Communist Party will have power to speak on behalf of their interests, but representatives of the Third International may sit only as advisers.

The special commission will consist of General Chiang Kai Shek, General Chu Pei Teh, General Tan Y. Kai, and Mr. Sun Fo, and one other, representing the Kuomintang, while Mr. Tan Ping Shan, Mr. Koo Mau Yu, and Mr. Yu Shih Teh, represent the Communists.

CHANGE OF OFFICIALS.

Mr. Sun Fo, son of the late Kuomintang Chief, Dr. Sun Yat Sen, has succeeded in winning a place in the Central Headquarters of the Party in Canton. He has been appointed Chief of the Labour Division of the Kuomintang, a post made vacant by the departure of Mr. Hu Han Min.

Other new chiefs in place of the Communists who are ineligible for leadership in the Kuomintang are Dr. C. C. Wu, who will become Chief of the Merchants Division; Mr. Tai Tien Chau, Young People's Division; and Mr. Shao Chung Yuan, Publicity Division. The officials replaced are Mr. Tan Ping Shan, Mr. T. V. Soong, and Mr. Kan Nei Kuang.

ORDERS TO PICKETS.

Outside of Kuomintang circles, it is reported that the Communists in Canton are greatly dissatisfied with the Bill introduced by General Chiang Kai Shek. The Bill is regarded by some as a declaration of war against the Communists and a further struggle is predicted.

As a preparation against possible revolt on the part of Bolsheviks in Canton who would endeavour to secure the aid of the Strike Committee, the Kuomintang have issued orders that the pickets shall make no more arrests of persons charged with violating boycott regulations.

COURT OF APPEAL: QUESTION OF RESPONSIBILITY.

Sir Henry Gollan (the Chief Justice) and Mr. Justice Wood (the Puisne Judge) sat together at the Supreme Court yesterday, when an appeal was made by a Chinese landlord against a judgment of the Puisne Judge's.

Chok Yuen, the appellant was represented by Mr. Eldon Potter, K.C. (instructed by Mr. H. C. Macnamara, of Messrs. Deacons), and Chan Pui, the respondent, was represented by Mr. H. G. Sheldon (instructed by Mr. D. McCallum).

In the original action, Chan Pui, the tenant, claimed damages from Chok Yuen, the landlord, for wrongfully entering his premises at No. 376, Queen's Road West, seizing his furniture, and with trespass. The entry had been made by the landlord's rent-collector.

The Puisne Judge found for the tenant, and awarded him \$400 as damages, and thereby held that the landlord was responsible for the acts (admittedly wrongful) of his servants.

LANDLORDS' PARADOX POSITION.

Mr. Potter argued that the decision of the Puisne Judge would place the landlords of the Colony in a very paradoxical position. The landlord was held by the Puisne Judge to be responsible for actions which were forbidden by law. It could not, therefore, be found that the landlord had given authority to his servants. In fact, he could not give that authority according to law. Neither would the law countenance, any implied authority. The act of the servant was wrongful, but the master was not responsible for it, and implied authority could not be assumed.

Counsel went on to quote several cases, one of which was "a poaching case." A landlord had given express authority to his bailiffs to do all they could to eliminate poaching. In discharging their duties, a poacher was accidentally shot. The dead man's relatives sued the landlord, but had failed to win their case.

A LITTLE BOY "SPANKED."

Some amusement was caused when Mr. Potter quoted another case. A tramway company had given express instructions to its employees to stop little boys stealing rides on trams. One such boy was one day seen by the conductor, but managed to get away before the latter could reach him. The conductor, however, gave chase, caught the boy, and "spanked" him. The boy's father sued the company, and it was found that the conductor had acted wrongly.

Sir Henry Gollan: Supposing the small boy had been caught whilst riding, and was then "spanked."

Mr. Potter: "Then the conductor would be right. When a man does anything for his master's purposes that is not sufficient to hold his master responsible."

Sir Henry Gollan: Could a rent-collector knock a man down and take the money out of his pocket? Could he apply for a warrant of distress?

Mr. Potter: I would say that he could not. He cannot do something which the law prohibits.

After much legal argument, Mr. Potter said that what had been done in the case the master himself was not entitled to do, and it was impossible to find implied authority. He respectfully submitted that according to law, the Puisne Judge had no authority to have found against the landlord.

WHAT ABOUT THE TENANTS?

Mr. Sheldon on behalf of the respondent submitted that the case was a question of fact and not of law. All the Court had to do was to decide whether the law was correctly applied by the Puisne Judge. He had found that the rent collector had committed the acts, while doing his duty in his employer's interests.

Sir Henry Gollan: What was the scope of his authority? Do you say that he was authorised to pursue these unlawful acts?

Mr. Sheldon: He was authorized to collect the rent, and committed these acts in the course of his duties.

Mr. Sheldon also quoted several cases in support of his contention. The collector, he said, had committed the acts in the course of his employment, with the object of obtaining rent for his employer's purposes.

His learned friend had said that the decision in the case was of paramount importance to landlords in the Colony. He would submit that tenants also required their Lordships' protection. If it was found that the landlord was not responsible, then the tenants would never have a chance.

Judgment was reserved.

STAR THEATRE SEQUEL. PORTUGUESE LADIES APPEAR IN COURT.

The filming at the Star Theatre, on April 25th of the picture "Lost in a Big City," it was alleged before Mr. J. H. B. Nihil at the Kowloon Magistrate's Court yesterday afternoon, so excited Miss Maria de Jesus Sequiera, a Portuguese, that she lost control of her feet and accidentally kicked the chair on which Mrs. Gill, another Portuguese lady was sitting.

Further it was alleged that the picture at one time reduced Miss Sequiera to tears, but, after the performance, "as a reaction from weeping," she commenced to laugh, which led Mrs. Gill to contend that she was being held up to ridicule. Words, it is said, led to blows in which Mr. Gill, the Postmaster at Kowloon, is alleged to have taken part and assaulted Miss Sequiera.

The sequel is a case in Court, in which Mr. G. S. Hugh-Jones appears for the original complainant, Miss Sequiera and the Misses Gill and Celeste Gill; Mr. K. Lo represents Mr. and Mrs. Gill; and Mr. D. McCallum is acting for Messrs. A. A. Barros (of the Hongkong and Shanghai Bank), M. Prata (Hongkong and Shanghai Bank) and F. Prata (of Hart Avenue), who are alleged to have intervened in the squabble. The original summons is for assault, while cross-summons have been taken for riotous behaviour.

OUTLINE OF CASE.

Mr. Hugh-Jones, in outlining the case said that on Sunday, April 25th, Miss Sequiera and the Misses Gill were at the Star Theatre. After their arrival, Mr. and Mrs. Gill came and sat down in front of Miss Sequiera. There was no mutual recognition. During the picture, Miss Sequiera kicked the seats of Mr. and Mrs. Gill. Miss Sequiera apologized, saying her action had been unintentional. This ended the preliminaries. At the end of the performance, Mrs. Gill (the defendant) flung open the door of the ladies' cloak room and nearly knocked over the younger Miss Gill. Mrs. Gill was heard to shout out to her husband: "Here they are."

Mr. Gill entered, in a very heated state, went up to Miss Sequiera and struck her with his umbrella and hand. This started a general "mix-up." Miss Sequiera had begun to defend herself when Mrs. Gill joined the fray. One of the Misses Gill attempted to separate the contending parties. During the mêlée, the contestants edged towards the doorway and passage. At that stage, Messrs. F. and M. Prata and Barros came on the scene, held back Mr. Gill and attempted to separate the other participants in the struggle. The Misses Gill took no part beyond an attempt to stop the fight. The Misses Gill are nieces of Mr. and Mrs. Gill; and there has been bad feeling between the parties (Mr. and Mrs. Gill, Miss Sequiera and the Misses Gill).

No application was made for a cross-summons until May 7th, although the original summonses were issued on April 25th.

On May 5th Mrs. Gill went to Miss Sequiera's house and asked her to withdraw the summons. Mrs. Gill tendered a "rough and ready apology," and Miss Sequiera refused to compromise.

DOE TO EXCITEMENT.

Miss Sequiera in the witness-box, stated she visited the matinee performance at the Star Theatre on April 25th. Mr. and Mrs. Gill were sitting in front of her. Witness got excited with the picture and accidentally kicked the chair on which Mrs. Gill was sitting. Mrs. Gill turned round and complained, saying: "You have done that many times and given me a headache." Towards the end of the performance, Miss Celeste Gill seized witness's arm, thereby shaking Mrs. Gill's chair once more.

FIGHT IN CLOAK-ROOM.

Mrs. Gill said nothing on this occasion, nor was any remark passed. At the end of the performance, witness and her party went to the ladies' cloak-room, and closed the door, witness standing with her back against it. Suddenly the door was pushed open, throwing witness forward, and forcing Miss Celeste Gill into the corner. Mrs. Gill called out for her husband, saying: "Come here! come here! they are all here."

Continuing, witness said that Mrs. Gill complained that she was greatly annoyed because her chair had been shaken and because witness had laughed at her. Witness replied that she had been laughing at the picture ("Lost in a Big City"). Mrs. Gill, alleged witness, said that the two Misses Gill had been "egging on" witness to insult her (Mrs. Gill). Witness told Mrs. Gill that she should not accuse the two young girls (Misses Gill) as witness had kicked the chair—and by accident.

HIT WITH UMBRELLA.

At this stage, added witness, Mr. Gill hit her on the shoulder with his umbrella. Witness asked him the reason for his action and he then "flapped" witness in the face with his hand. In self-defence, witness, with both her hands, pushed Mr. Gill against the door, a small "skirmish," in which Mrs. Gill joined, ensuing. Two young boys then appeared to separate them, but she was too excited to recognize them.

After the three had been separated, there was another struggle between Mrs. Gill and witness.

(Continued on next column).

CANTON MERCHANTS' CONFERENCE. "PRACTICAL LOYALTY."

[FROM OUR CHINESE CORRESPONDENT.]

The Canton Merchants' Conference will meet, under the auspices of the Kuomintang, at noon, on May 20th. Most of the delegates to the Conference will be representatives of the Merchants' League, a Chinese organization supporting the Kuomintang.

The Kuomintang Minister of Finance, Mr. T. V. Soong, has decided to request each of the four leading commercial guilds in the Southern Capital to show their practical loyalty to the Kuomintang in Canton by subscribing \$50,000 to the \$5,000,000 bond issue. Each labour union will be asked to subscribe \$1,000 to \$10,000. The trade guilds and the labour unions in Swatow and vicinity are to be ordered to take up \$1,000,000 worth of the bonds. The proceeds from the issue are to provide funds for the coming Northern Expedition, for the development of Whampoa as a port and for local government industries such as the cement works, the mint and tannery which have not been operating, for some time on account of the lack of capital.

Mr. Ma Wen Chai, of the Swatow Customs who at one time took over the jurisdiction of the Likin Stations from the Commissioner of Customs contrary to law, will not be prosecuted by the Kuomintang, according to advice received by the Board of Indictments considering Mr. Ma's action. The Kuomintang has repudiated the action of Mr. Ma, and the Likin Stations within 50 li of the Swatow Maritime Customs will remain as before under the direction of the Commissioner of Customs.

ELEVEN JUNKS CAPTURED.

Altogether eleven trade junks plying between Kungmoon and Macao, and having freight worth more than \$10,000, and a passenger list numbering nearly 300, were captured by pickets of the Canton Strike Committee stationed at Chinsan, on May 14th, according to a report just to hand. The junks with their freight and passengers have been escorted to Canton for further action of the Strike Committee.

CANTON HARBOUR. SHIPPING CONGESTION.

A notice signed by Mr. H. A. Adamson, Acting Harbour Master at Canton, and published with the approval of Col. F. Hayley Bell, Commissioner of Customs, states that owing to the increased number of ocean steamers at present calling at the Port every available berth in the Harbour is occupied, and a number of vessels have to wait berthing space, anchoring below Macao Fort until a berth is available.

In order to avoid the serious risks attending the bringing of steamers into the Harbour without knowing that a berth is available and of turning round to go out again, masters of ocean steamers are cautioned not to attempt to enter the Harbour until notified by the Berthing Officers that a berth is available. Until they are so notified they should anchor below Macao Fort.

"MAY COMMIT SUICIDE."

In reply to Counsel, witness said that on May 2nd, Mrs. Gill went to her house and tendered an apology for what had happened, adding: "If you have no consideration for me, have some for my children." Later Mrs. Gill said: "If this case goes to Court, Mr. Gill may commit suicide."

Witness denied that she assaulted Mrs. Gill, on April 25th, except in self-defence; nor did she behave in a disorderly manner in the Star Theatre, nor attempt to annoy Mrs. Gill.

WITNESS CROSS-EXAMINED.

Cross-examined by Mr. Lo, witness said that she and her friends (the Misses Gill) saw Mr. and Mrs. Gill arrive at the Star Theatre. She did not think it possible that Mr. and Mrs. Gill were unaware who were sitting behind them. Witness had no idea how many times she "accidentally" kicked Mrs. Gill's chair. Witness acknowledged that she was so excited that she might have kicked Mrs. Gill's chair on a number of occasions. Witness further acknowledged that Mrs. Gill had complained about the shaking, but denied that she "giggled at Mrs. Gill."

Further witness said that when Mr. and Mrs. Gill turned round, she was laughing "as a reaction from weeping" during the performance. Witness admitted that she and her friends had giggled in the ladies' cloak-room; they were "just happy together." Witness did not say to Mrs. Gill: "You know your god-mother killed my father." Witness admitted that she slapped Mrs. Gill's face, but it was in self-defence.

The two girls continued witness, attempted to separate Mrs. Gill and witness. The struggle with Mrs. Gill, however, took place subsequent to the struggle with Mr. Gill. The last-named never attempted to separate Mrs. Gill and witness.

Witness heard no cursing nor challenge to fight from the boys. Nor did she hear them say: "Take your wife home and return. We will be waiting here under the tree for you."

At this stage the case was adjourned until Friday afternoon.

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[A.P.S.]

STRIKE SETTLEMENTS.

RESUMPTION OF NORMAL ACTIVITIES EXPECTED.

UNIONS SATISFIED WITH TERMS.

(THROUGH REUTER'S AGENCY.)

LONDON, May 17th.

It has been agreed between the Bradford Dyers' Association and the Dyeing operatives that 4,000 strikers will resume as it becomes practicable. The Association will begin a legal action against the Amalgamated Society of Dyers for breaches of contract.

If that Union consents in Court to a declaration that the 1914 Agreement is binding on the Association and the Union, then the Association will forgo all claims, except £100 damages, and the costs the Association, and adds it is entitled to claim £1 penalty against individual strikers, but does not intend to enforce this.

A CRITICISM.

Mr. Varley, M.P., leader of the Notts miners, speaking in his Constituency last night criticised the T.U.C. for the "dreadful debacle of the general strike." He never dreamed that the calling off of the strike would be assumed as a position of abject surrender. He had never been regarded as Red and he hoped the miners would now tell him to return to London to make the best terms possible for them.

COST OF STRIKE.

Demobilisation of the emergency organisations to cope with the general strike is proceeding rapidly, but will take several days, owing to the huge accumulations of stores. For instance in Hyde Park, which has resembled an Army Headquarters, postal sorting office (where the congestion is officially described as equal to ten Christmas seasons rolled into one) 1,200 tons of parcels were transferred yesterday from Mount Pleasant Office, London, to the railway termini, where they will lie till the train service is sufficient to clear them. Hundreds of goods trains are in congestion in sidings. All the big towns rolling stocks must be overhauled. One of the greatest burdens the strike has borne is the insurance firms which are inundated with work while other businesses are stagnated. The liabilities assumed by underwriters are enormous, yet the cost of insurance remained most moderate.

Labour demonstrations in London and the provinces yesterday were curiously subdued. Audiences in general were hostile to the speakers who moved resolutions re-affirming confidence in the T.U.C. The railwayman, Mr. Cramp, speaking at Plymouth, said the strike would probably cost the Union Railway men £1,000,000 and the companies £5,000,000.

(BRITISH WIRELESS SERVICE.)

RUGBY, May 16th.

Late last night negotiations between the Port of London Authorities and the Dockers Transport Unions reached an agreement and the men will resume work at the usual hour to-morrow morning.

The Agreement states that Labour will be re-engaged on terms of the national agreement, which the Unions admit having broken, the employers to take on all men for whom work is available and re-instate the men in their former positions. The Unions undertake not in the future to call a strike locally for any reason without exhausting the conciliation machinery of national agreements, and not to support or encourage any of their members to take individual action, contrary to this undertaking. After a general resumption of work any arrears of pay due to the men at the time of the stoppage will be paid.

UNIONS SATISFIED.

Mr. Ernest Bevin, Transport Union leader, declared that the terms satisfy the men's Unions and that general resumption of work would follow similar terms in such other ports where agreements have not yet been reached. Actually few such ports remain, negotiations in all places of importance having terminated successfully, yesterday. Volunteers have continued to work until regular labour has taken over and in all other occupations, where volunteers have been engaged in addition to the docks, this transfer has been effected without the slightest friction.

An agreement in the printing industry was also reached at midnight. It is provisional, pending the approval of two unions not represented at the negotiations, but will, doubtless, lead during the week to a general and final national settlement. Meanwhile, employees are being re-engaged as and when required, on a day to day basis at wages in force before the dispute. The publication of provincial papers of normal sizes and the resumption of the printing trade will take place to-morrow.

SENIORITY TO APPLY.

The settlement reached between the London Underground Railways, the General Omnibus Company, and allied tramway companies and their employees Unions, follows the general lines of the railway settlement. Men are being re-engaged as required and reinstated according to seniority, the Trade Unions admitting having committed a wrongful act against the companies which retain their legal right to claim damages against the strikers and others responsible.

Normal Sunday traffic services were running everywhere to-day and full weekday services are being resumed to-morrow. In all places and occupations, with a few trivial and isolated exceptions, reinstatement problems created by the strikers have been settled in a friendly spirit and the resumption of normal activities is expected to be almost everywhere general to-morrow.

Special Constables enrolled in London and provinces during the strike have now all been released from duty.

(THROUGH REUTER'S AGENCY.)

MINERS' MESSAGE TO MOSCOW.

MOSCOW, May 16th.

The Tass agency states that Mr. A. J. Cook has sent a message to the Soviet Miners Congress:—Hearty and fraternal greetings and assurances of solidarity on behalf of British miners, who are deeply grateful to Soviet for generous material assistance.

NEWSPAPER AGREEMENT.

LONDON, May 16th.

Full agreement has been reached between the Newspaper Proprietors and the Typographical Unions and the London evening newspapers will appear on Monday and the morning papers on Tuesday.

THE TERMS.

LATER.

The terms of the newspaper settlement provides for the non-interference with the contents of the newspapers owned by the Proprietors' Association, non-interference with the management of the business and the right of the management to employ, promote or discharge any of the staff, with no victimisation on either side.

NO INCREASED TAXATION.

LATER.

The papers express the opinion that the general strike will not necessitate increased taxation owing to the great volume of free service by volunteers and the strike's brief duration.

How aviation rose to the occasion during the past fortnight is indicated by the fact that the Imperial Airways average daily traffic amounted to 160 passengers and ten tons freight. There was not a single forced landing or other mishap. The Lympne aerodrome became the centre for the reception and distribution of newspapers which were flown thence to Newcastle and the South Coast, etc.

CURIOSITY OF JOURNALISM.

The Trades Union organ, the British Worker, ceases with No. 11 to-day. An editorial expresses the opinion that complete sets will eventually fetch high price "as a curiosity of journalism."

(THROUGH HAVAS AGENCY.)

THE MOROCCAN WAR.

PARIS, May 17th.

A message from Rabat in the *Matin* says the Riffs have given up Targuist. In the North and Lower Wergha the French have progressed more than twenty kilometers in the last few days.

(THROUGH REUTER'S AGENCY.)

FRENCH DEBT TO BRITAIN.

FINANCE MINISTER ARRIVES IN LONDON.

LONDON, May 16th.

The French Finance Minister, M. Peret, accompanied by experts, has arrived in London to confer with representatives of the British Government with regard to the French debt to Britain.

THE POLISH UPHEAVAL.

TEMPORARY GOVERNMENT ESTABLISHED AT WARSAW.

WARSAW, May 16th.

Following an interview between General Pilsudski and M. Hatz, Marshal of the Diet, who constitutionally temporarily assumes the Presidency of the Republic, a Government of experts, mostly officials, has been formed until the National Assembly, composed of the Diet and Senate, elects a new Presidency. Professor Bartel is Premier, General Pilsudski, Minister of the War Office, and M. Tialeski, ex-Ambassador to Rome, Foreign Minister.

BACK TO CONSTITUTIONALISM.

LATER.

The new Premier, Professor Casimir Bartel, who is also Minister of Railways, obtained his engineering degree at Munich. M. Bartel and M. Rotay have both made statements urging the necessity of return to a constitutional position as soon as possible.

It is reported that General Sikorski, Commanding an Army Corps at Lwow, has placed himself under the command of Pilsudski.

As the result of an appeal by M. Bartel, the railwaymen are this evening terminating the strike, declared on Wednesday as a protest against M. Wito's Government.

THE POLISH COUP.

WARSAW, Later.

The details of General Pilsudski's *coup de tat*, after the Government had retired to the President's Palace are lacking. Government troops at four o'clock on Thursday morning attacked General Pilsudski which was the preliminary to two days of bloodiest fighting until the capture of the Presidential Palace.

The President and Ministers then retired to the Sobieski Palace, six miles from Warsaw whence they requested the Marshal of the Diet to come and receive their resignations. Calm was forthwith restored and the President and Ministers were released the same evening.

Troops have been confined to barracks and the general strike called off. Casualties were mostly among curious civilians, 205 were killed and 966 wounded.

GERMAN CABINET.

DR. MARX BACK AS CHANCELLOR.

BERLIN, May 16th.

The ex-Chancellor, Dr. Marx, is forming a Cabinet, with policy and personnel identical with the late Luther Cabinet, excepting that the Centre member, Dr. Bell, will take Dr. Marx's place as Minister of Justice.

After prolonged negotiations, Dr. Marx has reached an understanding with the German People's Party, and his Cabinet will aim to co-operate to the utmost with the Socialists.

The composition of the new Cabinet is as follows:

Chancellor:—Dr. Marx.
Foreign Affairs:—Dr. Stresemann.
Minister of Interior:—Herr Kuhl (Democrat).
Minister of Finance:—Herr Reinhold (Democrat).
Minister of Public Economy:—Herr Curtius (Peoples).
Minister of Labour:—Dr. Braun (Centre).
Minister of Justice:—Dr. Bell (Centre).
Minister of the Reichswehr:—Herr Gessler.
Minister of Posts:—Herr Stingl (Peoples).

OBITUARY.

EX-SULTAN OF TURKEY.

SAN REMO, May 16th.

The death is announced of the ex-Sultan of Turkey, Mehmed the Sixth. He died during the night from apoplexy. [It will be remembered that the ex-Sultan fled from Constantinople to Malta on a British warship in November, 1922, following a resolution by the Grand National Assembly that the office of Sultan had ceased to exist and that the office of Caliph, which had hitherto been vested in the Sultan, should be filled by election from the Princes of the House of Osman. After the flight of the ex-Sultan, Abdul Majid Effendi succeeded, but the office of Sultan was soon afterwards definitely abolished, Mustapha Kemal being elected President. In March, 1924, the remainder of the ex-royal family which for over four centuries had been in power, were expelled from the country.]

AMUNDSEN'S FLIGHT.

ALL SAFE ON THE "NORGE."

DANGERS OF THE NORTH.

(REUTER'S AMERICAN SERVICE.)

NORGE, May 17th.

The population who had donned gala dresses and prepared a monster demonstration of welcome for the *Norge* were disappointed to hear that Amundsen had terminated the trans-Polar flight at Teller.

New York, May 16th.

The crew of the *Norge* is safe and the ship will be deflated and be shipped to the United States from Teller immediately.

Amundsen and Ellsworth and two others are proceeding to Nome by launch.

LATER.

Amundsen and Ellsworth have arrived at Omdahl aboard a launch.

DANGERS FROM COLD.

NORGE, May 17th.

Riiser Larsen has reported to Reuter that thin ice and open water was found at the Pole, and no land was discovered, in the Arctic wastes. The *Norge* remained aloft for 72 hours and considerable time was spent at the Pole observing for which purpose the *Norge* descended within 600 feet of the ice.

Owing to the intense cold at Point Barrow, icicles formed on the whirling propellers, and suddenly flew out like stones, tearing the gasbag, the helium escaping. Fortunately Teller was reached before the loss of gas became fatal. The *Norge* was deflated in thirty minutes.

BOMB THROWN.

INCIDENT AT AMERICAN EMBASSY IN BUENOS AIRES.

BUENOS AIRES, May 17th.

A bomb exploded in front of the American Embassy late last night and was responsible for slight material damage.

(THROUGH REUTER'S AGENCY.)

WALKER CUP GOLF.

AMERICAN TEAM WIN THE FIRST MATCH.

LONDON, May 16th.

The American Walker Cup team, the strongest amateur side to visit England, and headed by Bobby Jones, defeated the Oxford and Cambridge Golfing Society by four matches to one on the Bye course to-day.

Seven members of the Society team are Walker Cup nominees, and the only win they secured was that in which Cyril Tolley partnered by J. B. Beck, defeated the American second string, Von Elm and Jesse Guildford, by one hole.

The leading game, that between Bobby Jones and Jesse Sweetzer, and Roger Wethered and E. F. Storey, resulted in a victory for the Americans by three up and two to play.

DAVIS CUP TENNIS.

FRENCH SUCCESS AGAINST DENMARK.

COPENHAGEN, May 16th.

The French representatives have won the four matches played so far in the Davis Cup match with Denmark, and have qualified for the second round.

J. Brugnon and H. Cochet were taken to five sets in their doubles match with Henriksen and Ulrich, and at one time they were down 2-1. The French players lost the game better than did their opponents, the final set being to love. The scores were: 4-6, 6-3, 4-6, 7-5, 6-0.

Petersen gave a game display against Cochet in the singles and took 23 points from his famous opponent. The tally in Cochet's favour was: 3-6, 6-2, 3-6, 7-5, 6-4.

ST. JOSEPH'S COLLEGE.

GOLDEN JUBILEE CELEBRATIONS.

CONCLUDED YESTERDAY.

The celebrations in honour of the Golden Jubilee of St. Joseph's College were concluded yesterday evening.

A large gathering was present at the "At Home" at 4 p.m., most of whom attended the Thanksgiving Service in the College Chapel.

At 6:30 p.m. there was a gymnastic display by Messrs. Charlie Dragon, James Khoo, Cheung Wing Yau, E. da Roza, and Tan Chin Hing. The lads had been instructed by Staff-Sergeant R. J. Hunt, who must have been highly gratified at last evening's performance, which deservedly won continuous applause.

The display, accompanied by music by the Band of the 1st Batt., The East Surrey Regiment, consisted of exercises on the mattress and parallel bars, including some very intricate hand and head balancing, somersaults and tumbling tricks. The troupe on mattress and bars staged to perfection three by no means easy set figures.

Next followed the distribution of prizes by Mr. A. E. Wood (Director of Education), who was introduced by the Rev. Brother Aimar (Director of St. Joseph's College).

DONORS THANKED.

When the prize distribution was concluded, Brother Aimar, on behalf of the College, expressed his heartfelt appreciation of the good-will and generous co-operation manifested by the pastors, present and past pupils and the public of Hongkong on the occasion of the Golden Jubilee of the College.

He thanked the kind friends, who had given prizes—especially the Portuguese Staff of the Hongkong and Shanghai Bank, the donors of the Challenge Cup and the three prizes for the Half-Mile Championship. Notable contributions, he continued, had also been received from H.E. the Governor, (Sir Cecil Clementi, K.C.M.G.), Sir Paul Chater, Kt., C.M.G., and from the British-American Tobacco Company, for which the College was deeply grateful. Brother Aimar in thanking the Hongkong Football Club for the use of the ground for the sports, which had again been readily granted, jokingly remarked that he regretted the arrangements had not pleased all present. In conclusion, he thanked Mr. Wood for his acceptance of the invitation to present the prizes.

"SET FOR A CENTURY."

Mr. A. E. Wood, in reply, thanked Brother Aimar for giving him the opportunity to be present on such an auspicious occasion, on which he tendered his heartfelt congratulations. St. Joseph's College, continued the Speaker, had a fine record both on the playing fields and in the class-rooms. It was to be hoped that the lessons learnt at St. Joseph's would be remembered and used as a guide in later life. They had learnt to be true sportsmen, at St. Joseph's, which signified standing fast when things were going against one and being modest in victory. To use a metaphor from the cricket field, St. Joseph's had already completed an innings of 50 not out and the College's friends earnestly desired to see them reach the century without the loss of a batsman.

THE CONCERT.

A move was then made to the new College Hall, which was packed to overflowing by an audience, who applauded each item vociferously and were especially enthusiastic during the address by Mr. J. P. Braga, a summary of which appears below:

Mr. J. P. Braga, in the course of his address, said it was on November 16th, 1875, that the Christian Brothers, spoken of as "admirable teachers," arrived in Hongkong and took charge of the European boys at St. Saviour's College. With three Brothers there were seventy pupils. As a matter of historical interest it would be well to state that in September, 1860, the first Catholic School for European boys was opened in a very small house in Stanton Street, with two teachers. Gradually these two schools—that of the girls' school—developed themselves and in time became, the latter, the large and important Italian Convent in Caine Road; the former, first, St. Saviour's College and later, the present St. Joseph's College. The late Mr. Arratoon Seth and Mr. Alfredo Souza—names familiar in the Civil Service List of Hongkong—were among the first teachers of St. Saviour's. It was at this time that the Governor, Sir Richard Graves MacDonnell, publicly made acknowledgment of the fact that "to the Roman Catholic Missionaries chiefly do we owe our earnest efforts to provide an adequate body of future interpreters of European parentage."

As soon as the Brothers took over charge of the European classes of St. Saviour's, the name of the school underwent a change to that of St. Joseph's College. It moved into new premises. The first building in Caine Road survived for fifty years the demolition mania of the land-jobbers. It was, unfortunately, unrecognisable in its original form, excepting for its location. It stood at the corner of Caine Road at its junction with Aberdeen Street just above Queen's College. Bishop Raimondi saw that the Caine Road building would soon be found to be much too small for the constantly increasing demands of scholars and he acquired the "Glenealy" property with

its extensive area stretching from Caine Road for its northern boundary to Robinson Road as the southern. Within the spacious grounds of "Glenealy" the Cathedral of the Immaculate Conception was erected and plans laid for the new building of St. Joseph's College with the foundation stone of the new St. Joseph's College building was laid on November 2nd, 1881, by the Governor, the late Sir John Pope Hennessy, K.C.M.G. The College building in Robinson Road was inaugurated by Mr. Wm. Marsh, the Officer Administering the Government, in 1884, when the teaching staff consisted of eight Brothers, with 300 pupils.

At a prize-giving in 1884 Bishop Raimondi stated that "it was only in 1879 that St. Joseph's College was received under the Grant-in-Aid Scheme. St. Joseph's College, under Government sanction, prospered even more than it did before." The Grant-in-Aid Scheme had been in existence since 1872.

SCHOLARSHIPS.

It was at this same prize-giving that the Governor, Sir George Bowen, addressing the pupils, declared his "intention to propose to the Colonial Legislature that in this, as in other Colonies, a certain number of the most promising students from the principal colleges should be sent to England, at the public expense, there to complete their education, as members of the legal or medical professions, or as engineers or accountants." Sir George Bowen was the founder of the Queen's Scholarship named after Queen Victoria. Not long after, St. Joseph's named after the Grant-in-Aid Scheme. On the second occasion the scholarship was won by a St. Josephian—the late Mr. G. A. Kavanovich, Jr. The first Queen's scholar was a brother of a prominent citizen and benefactor of education—Sir Robert Ho Tung, LL.D. Sir Robert's brother was a student of the Government Central School.

While on the subject of Scholarships acknowledgment must be made of the gift of two scholarships to the College by the Trustees of the Bellios Scholarship Fund. The first of these scholarships was won by a son of a Consul-General for Portugal in Hongkong. The successful student was Mr. J. W. Loureiro, who also won the Governor's prize for English Composition in 1884. Mr. Loureiro's success at school was but the forerunner of subsequent successes in a career that destined him in later years to attain to a Commission in the Chinese Maritime Customs service. A brother of Mr. Loureiro is in the service of the Salt Gabelle Administration in Peking.

To perpetuate the name of Sir Frederick Lugard in Hongkong in connection with his efforts towards the promotion of education, Sir Horamuyes Mody allocated two scholarships to St. Joseph's College named after Governor Lugard, each of these scholarships being tenable for two years. The funds donated by Sir Horamuyes Mody are vested in the Director of Education for the time being in Hongkong.

The Brother Peter Scholarship, as the name implies, is the gift of past pupils as a memorial to Bro. Peter Chrysofogus who was director of the College in 1914. He survived his appointment only one month and died in Hongkong on the 30th April of the same year.

The most valuable and important Scholarship, however, continued Mr. Braga, is that gifted by the Portuguese Sociedade de Socorros Mutuos. Through an endowment by Mr. A. M. L. Soares, a former pupil, the Society is enabled to present a Scholarship for the College, the successful holder of which enjoys the benefit of education in the University of Hongkong. At the present moment there are two students (who tied at the examination) pursuing their studies in the Faculties of Commercial Arts and Engineering, respectively, as the holders of the "Ignaz Soares" Scholarship, which was thus named after the wife of the donor of the Endowment.

PURCHASE OF KENNEDY ROAD PROPERTY.

An earthquake in 1918 damaged the College building. The main walls of the annexes were badly cracked and it was considered unsafe to remain in occupation of the building. A rare opportunity presented itself for the acquisition of the extensive property in Kennedy Road. Thanks to Bro. Aimar's unflinching courage and determination to face all financial difficulties and to the aid granted the Colonial Government, the erecting of the fine, spacious building opposite the lower Peak Tramway Terminus became possible and is now an accomplished fact. 1875-1925.

Starting with only 70 boys in 1875, St. Joseph's College has an enrolment of over 800 scholars. Thousands have passed through its portals. The thousands who have thus gone forth into the world from the de la Salle establishment in Hongkong are fulfilling their mission as useful members of Society. Some have found occupation in the liberal professions; others in the distinguished service of foreign Governments, while not a few are employed under their own Governments in China in the diplomatic and consular services; and last, but not least, a whole host have filled more modest but nevertheless, equally useful and essential occupations as assistants in the mercantile, banking and telegraph services of Hongkong and the Far East.

TRIBUTE TO THE BROTHERS.

I cannot close this important and far from complete review of the history of St. Joseph's College for the past fifty years, concluded Mr. Braga, without a tribute to the Directors and their army of teachers who have come and gone. "Always sowing, yet leaving to others the joy of reaping; spending their whole lives within the walls of a school, they ever come and go surrounded only by little children and youths. The Brothers have responded to the call of Jesus Christ, to lead little children to Him; they understand the full importance of a good education in childhood, especially in these days when the powers of darkness are doing their utmost to ruin youth; and, always continuing to walk in the footsteps of their holy Founder, they fulfil their humble, yet exalted, mission, with perseverance and courage, their eyes fixed upon a reward greater than any this world can give."

"King George IV"

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PARIS FASHION NOTES. THE SMARTEST EVENING GOWNS. WHITE AND MAUVE LEAD THE WAY.

(FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.)

PARIS, April 19th.

No matter what the season or what the temperature, the evening dress is always a necessity; moreover, it is always a joy, for where is the woman who does not revel in choosing this gown of dainty fabrics and subtle colours, which, above all others, is likely to add charm and grace to her appearance? Therefore, I am going to tell you this week of the charming creations which the couturiers of Paris are turning out in the way of evening frocks and evening ensembles.

FAVOURITE COLOURS FOR EVENING GOWNS.

First of all, there is the matter of colour. As to this, there seem to be but two favourites, white and mauve. There are more white frocks to be seen of an evening this season than there have been for many a day; but they are rarely just white. There are white frocks mixed with gold in the form of embroidery, bands or panels of lamé or brocade; there are white frocks mixed with silver in the same way; then there are white frocks heavily embroidered all over with crystal and pearl beads, a favourite treatment, by the way; then there are white frocks into which a note of colour is introduced by means of ribbons, flowers, embroidery or bands of other material, so that the term "white frock" covers quite a large field of colour as well. I went to see Vionnet's spring collection the other day, and was struck more than anything, by the wholesale use of white in the evening gowns. A few days later, I called in one morning to see Patou's show, and here again, there was the same wholesale display of white in the evening models, so, with these two great designers sanctioning white, there can remain no doubt about its being one of the fashionable colours of the season.

THE MATERIALS CHIEFLY WORN.

As to material, most of the models seem to be fashioned of crepe Georgette, especially the beaded models, of purple velvet, of moiré and of crepe de Chine. I noticed at Patou's, even an evening cloak made of white velvet gathered into a form round the shoulders by triangular of old-fashioned honeycomb smocking, and topped by a deep black fox collar. Another charming frock I saw at a smart gathering recently was in white velvet and was fitted with a tablier front embroidered in gold and silver thread and bordered with a band of seal. Many of the latest evening wraps are made of white velvet and lined with black velvet, so that they can be worn with effect either side out.

POPULARITY OF MAUVE.

Now, as to the other shade, mauve. This is even more comprehensive than white, it includes all that gamut of shades ranging from deep purple down to the palest lilac, and even shades such as mauve-pink, bois de rose mauve and others than just border on mauve. At any fashionable theatre's now-a-days, it is possible to count dozens of women dressed in some shade of mauve; perhaps it is because this is a kinder shade by night than by day to the ordinary skin that is not immaculate of blemishes. Whereas white frocks are invariably allied to some other material or colour, these mauve frocks are exclusive and rely mostly on the soft becomingness of the shade itself for effect. Day frocks made of crepe de Chine, crepe Maroccan and similar fabrics of a heavier type, are finished with tucks, pleats and buttons; evening frocks are mostly made of crepe Georgette or net, and are a mass of flounces, godets, panels and flowing scarves. A favourite idea with a number of designers is to ally a close-fitting bodice to a skirt that is a series of scalloped or ruffled flounces, overlapping each other and graduating from a deep to a light tint. Some go further, and dip the skirt at each side in a point.

AN ORIGINAL METHOD OF USING NET.

Writing of net reminds me of the scarves that accompany nearly all of the frocks this season. These are either of net, tulle, pique or georgette. Mostly, they are plain, although I have seen some charming ones in beaded net and in printed tulle and georgette. Many of the latest evening gowns, those destined for the matron rather than for the *jeune fille*, show a low neck that is completely filled with a tulle empicement of the same shade as the dress so that this melts into it as it were. Instead of finishing in a hard line round the neck, it ends in discreet folds and ties in long ends at the back, or on the shoulder. Quite an original idea, and a very becoming one to the woman whose neck and shoulders are not as round and plump as they might be.

FLOWERS STILL FASHIONABLE.

Flowers are still fashionable for evening wear. Mostly, they are worn high up on the shoulder, sometimes at the waist, sometimes linked in a kind of daisy chain across the back. Many of the flounced net frocks I have just described, if the flounces are cut out in scallops or vandykes, are finished off with a flower on each point. Flowers very often decorate the hanging end of a scarf. There is a lesser tendency to wear just one bloom, two or three smaller blooms being preferred, as this enables one to choose three graduating tones to harmonise with the shade of the frock.

Suffering womanhood will be relieved to know that a fashion edict has gone forth decreeing large evening bags for this season. One of the latest models is a beaded affair that is long and narrow and works in amazingly intricate designs, mostly floral in character, that allows for ample space for handkerchief, powder, rouge, lip stick, purse and the other necessities of life a woman must needs carry round with her. Even the flat envelope type of bag is much larger than last season's. Gold and silver kid continue to be considered smart for bags, although white kid and white moiré finished off with designs embroidered in cut steel, coloured silks or imitation jewels, is perhaps considered more the thing to carry with one of the white evening frocks I have just mentioned. Bags of the peggy type, fashioned of velvet, silk or brocade fasten with clasps that are charming little Dresden china heads. There are also vanity cases to be seen that are no more than larger editions of these same charming heads.

HEELS AS HIGH AS EVER.

As to footwear, it goes without saying that even shoes are of gold or silver lamé or of brocade to match the frock with which they are worn. Gold and silver kid appear to have made their final exit as far as fashions are concerned, as they are rarely to be seen these days. Moiré and silk-popin embroidered on the toe cap and round the vamp look dainty with certain types of frock. Coloured satin, too, is worn quite a lot, but mostly in shades of tan, champagne, tabac or that lovely tint known as "blonde." Black satin is always smart, especially if something striking in the way of buckles is added. A simple yet becoming idea is to outline the vamp and instep strap with a row of diamante. Another idea is to add a piping of gold and substitute gold heels for the ordinary black ones. Silver looks well in this way, too. Heels are as high as ever but there is a definite change in their shape, for the curved Louis heels are slowly but surely being ousted by the tapering Cuban ones that the creative genius of Perugia is responsible for. I saw an exquisite example of the art of this bottier recently when I went with the rest of Paris to see Spinnely play the part of a circus rider in a farcical play, "Le Dompteur, ou L'Anglais tel qu'on le mange." In one act, she enters in a white-tulle circus frock, no tights and a pair of the most adorable white and black check shoes fitted with enormously high black patent leather Cuban heels. As others usually follow where Perugia leads, it is safe to assume that from now on there will be a decline in the vogue for Louis heels.

HUSBAND AND WIFE OF 102. THE OLDEST MARRIED COUPLE IN THE COUNTRY.

Mr. John E. Taylor, of Hillside House, Green-street, Green, Farnborough, was 102 in April. His wife will attain the same age in August. They are probably the oldest married couple in Great Britain.

Mr. Taylor, who until quite recently took a brisk walk every day, believes that a glass of beer and a pipe are conducive to longevity, and is a staunch opponent of prohibition. He retains his sight and hearing and his memory is perfect. He recalls many interesting events of early Victorian days.

Among his recollections are:—
Shaking hands with the "Iron Duke."
Laying the red cloth for Queen Victoria's coronation.
Helping to erect the Great Exhibition building (now the Crystal Palace) in Hyde Park.

MEETING THE "IRON DUKE."
He met the Duke of Wellington while engaged as a youthful carpenter on the Hyde Park work.

Mr. Taylor was born near Bethlem Hospital, and he remembers the quaint makeshift arrangements in connection with the first railroad in London.

"In those days," he said, "it used to be quite a common thing for us lads to say that we could walk faster than Puffing Billy. Certainly the trains used to crawl along very slowly. At first there were very few railway stations, so platforms were erected here and there at special points and people paid to take a position on them to wait for the trains, which, of course, did not travel with any punctuality."

Although I was born in London, I like the Farnborough district, because the fresh air helps to keep one well and in good spirits."

MODERN MOTORING.

ITS DANGERS AND ITS VIRTUES.

(BY THE RIGHT REV. HERBERT DUNN, BISHOP OF DURHAM, IN THE "EVENING STANDARD.")

That the onlooker sees most of the game is an aphorism which has been abundantly authenticated by experience. It extends certainly to the case of the motorist who sits beside his chauffeur and takes an independent and irresponsible view of the road and its happenings. For some years I have occupied that position, and, as my episcopal duty compels me to be incessantly motoring, I allow myself to think that I have acquired some title to the authority of a well-informed and detached witness on the vexed questions of motorists and motoring. In this article I propose to set down some of the conclusions to which I have been led.

Of all the many and multiplying dangers of motoring I give primacy of place to the motor-cyclist. He is almost always young, he is often reckless, he is not rarely accompanied by a young lady whose power of adhesion to the saddle is out of all proportion to her knowledge of rules or her sense of responsibility. The audacity with which break-neck risks are provoked is only equalled by the hilarious glee with which escape is enjoyed. "You see, sir, it's their girls make them go faster and faster," was the observation of a young miner who was discussing with me the idiosyncrasies of motor-cyclists, and I think that there may be some truth in his words.

PILLION PERILS.

Pillion-riding is admittedly responsible for many terrible accidents. There are many experienced motorists who would not hesitate to urge its legal prohibition. When, however, I consider the enormous amount of innocent pleasure which it enables, I shrink from so drastic a step. But the danger is very great, and we must hope that in time the fair pillion-riders themselves will realise that there are exceptions to the time-honoured rule, *Amor omnia vincit*.

Glaring headlights and the absence of rear lights are fruitful causes of accidents. The first are absolutely blinding, so that for a space the dazzled chauffeur has to proceed "by faith, not by sight," a very perilous procedure in motoring, however sound it may be in theology. The last is extremely unfair on the chauffeur. If the headlights could be mitigated and the rear lights on bicycles could be insisted upon, the roads would be much safer after dark.

Defective cars, inadequate brakes, tram-lines, the ignorance of drivers, and the deafness of pedestrians are all, but too common. No deaf person ought to be permitted to drive. The new excellence of the roads seems to go along with a greater tendency to skidding, and invites the dispersal of children spinning tops far across the tempting smooth surface.

CHILDREN.

The mention of children turns my thoughts from the perils to the tragedies of motoring. Children and dogs are the most formidable, because they are the least intelligent and the most intractable enemies of the motorist. Both, in varying measure, appeal to the chauffeur's heart, and in his humane efforts to avoid them he may too readily rush into disaster. There is no darker and more afflicting mystery in human life than the absence of any discernible relation between human fault and its consequences. Where the first is least the last may be worst.

Small children are, of course, irresponsible, and cannot be fairly blamed for any folly they may exhibit, but they rush to their doom with a persistence which may defeat the best chauffeur's endeavours. Yet, when the tragedy has been accomplished, and the poor little victim of the motor has to be retrieved from the scene of its destruction, how poignant is the sorrow of the wholly innocent chauffeur as he reflects on what the small creature meant to its parents and what potencies of happiness and achievement were done away by its premature death!

Parents and school-teachers cannot be too careful to impress on the children with whom they are charged a wholesome dread of motors. The effort to secure open spaces, where children may play in safety, ought to be greatly strengthened by the new law which attaches to their innumerable treatment of the high roads as playgrounds.

The statistics of crime for England and Wales for 1924 show that the risks of motoring are growing with startling rapidity, as the number of cars and cycles increases. "Offences against the Highway Acts, including motor cases, which in the period 1898-1903 averaged only just over 40,000, amounted in 1924 to nearly 200,000." Meanwhile the number of motorists is rapidly multiplying. A recent writer in the *Spectator* (April 3rd, 1925) dwells on this point.

On November 30th last there were 187,733 more motor vehicles in use in Great Britain than on the corresponding day of 1924, the totals being 1,423,293 on November 30th, 1925, and 1,235,530 in 1924. The amount paid in taxation during the twelve months ending November last was £18,592,138, as against £14,733,186 in 1924. These figures represent an increase of 13.35 per cent. of vehicles in use, and 25.35 per cent. in the revenue. Of the motor vehicles in use on November 30th last, there were approximately 568,000 cars, 490,000 motor cycles, 332,000 commercial cars, and 84,000 hackney vehicles.

It is a truly terrifying reflection that the number of motor-cycles increases daily. "Great Britain is now the leading country of the world in the manufacture of motor-cycles." Perhaps it is the

incurable individualism of the Englishman that inclines him to this relatively unsocial instrument of travel: perhaps it is only the irrational lust of speed for its own sake, which is the sinister characteristic of our time. Whatever the cause, the fact is beyond question, and it promises more and worse risks to all who use the high roads.

There is, however, another side to the picture. Motoring has something better to say for itself than the record of multiplying perils. It has brought into existence a new race of artisans. I have come to form a very high estimate of the professional chauffeur. He is still generally a young man, though his profession has now lasted long enough to have middle-aged men among its members. Temperate, intelligent, self-respecting, well-mannered, extraordinarily helpful—the chauffeur is a very valuable addition to British citizenship.

There are, of course, "black sheep" in every flock, but, in my experience and observation of the professional chauffeur, he is such a man as I have described. I think he compares very favourably indeed with the type which he has replaced. The worst conduct on the roads is hardly ever that of the professional chauffeur, nor is he responsible for the worst accidents. The true villain of the piece in this motoring drama is the owner chauffeur, who knows neither the mechanism of his car, nor the rules of driving, nor the courtesies of the road.

HELPING SOBRIETY.

Among the causes which are making for sobriety in the nation, I give an important place to motoring. It is not a new idea to be criminal: drinking while on duty is felt to be dangerous: great numbers of chauffeurs are practically, if not professedly, total abstainers. It is still too common for well-intentioned but very foolish persons to offer drink to chauffeurs. I am very sure that the general feeling of the profession would welcome the disappearance of the practice. Here again it is the owner-chauffeur who is the principal source of danger.

Motoring has meant for thousands of people a great widening of interest. Education has opened their eyes to the historical treasures of their own country. They regard with intelligent interest the famous buildings of England, and feed their cultivated fancy in the scenes of great achievement. The Daylight Saving Act has proved an unexpected opportunity for satisfying their desires. It is the cheap motor-car and the motor-cycle which enable numbers of shop assistants, small clerks, school teachers, and artisans to take advantage of their increased leisure. These considerations must be allowed to incline the balance of advantage to the side of motoring in spite of its formidable and waxing risks.

There is, indeed, one aspect of the subject which, at this season of the year, cannot be absent from the mind of a dweller in the country, and must cast a shadow of anxiety over the most enthusiastic advocate of motoring. The preservation of British birds, the peculiar pride of our island, is certainly hindered by the noise and movement (to say nothing of the reckless disregard of interference) of motorists during the nesting season. This injury is the more difficult to remedy because, for the most part, it is unintentional and unsuspected. But it is a very grave injury, none the less, and deserves the careful consideration of all bird-lovers.

THE WORSE OFFENDER.

Noise is bad for nesting birds: it is bad also for mankind. Here again we recognise in the motor-cyclist the worst offender. The succession of sharp reports, beginning faintly at a distance, and growing on the ear until it reaches a crescendo of violence, only to die away in a long-drawn-out sequence of falling sob, is absolutely torturing to the student, the sleepless, the sensitive, and the invalid. Motor-cyclists speak in a "sullen" benevolent instrument styled a "silencer." It must have been so named on the paradoxical principle *lucus a non lucendo*, for of its existence there is no sensible evidence.

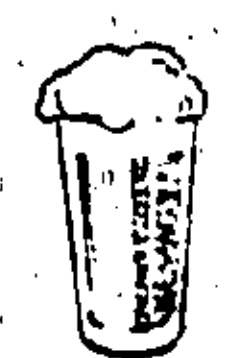
If the inventive genius which is incessantly improving the mechanism of motor vehicles would direct itself to the removal of this intolerable feature of the motor-cycle, it would confer a notable boon on society, and cleanse motoring of one of its worst drawbacks. As things stand at present, the noise of passing motors renders life along the roadsides, in the neighbourhood of large cities, almost unendurable at holiday times and every week-end throughout the year.—HERBERT DUNN.



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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 19th May 1926, at 10 a.m.
All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, 1926, will be subject to Rent.
No Fire Insurance has been effected by Bills of Lading will be commensurate with FURNESS (CAR. EAST), LTD., and FURNESS (CAR. WEST), LTD., Consignees, 10, Queen's Road, Hongkong.
Hongkong, 18th May, 1926. (3558)

NOTICE TO CONSIGNEES
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THE Steamship
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having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected. Bills of Lading will be commensurate with THE BANK LINE, LTD., General Agents.
Hongkong, 14th May, 1926. (3557)

AMUNDSEN'S DREAM. HIS ROMANTIC THEORY OF PEOPLE NEAR THE POLE.

COLONY IN ICE-LOCKED OCEAN.

The supreme achievement of the Amundsen-Ellsworth Trans-Polar flight in a dirigible across the Arctic ice sea will be to throw some light for the first time upon the interior of that unexplored and mysterious expanse.
Many ships have gone into it, some of them never to return. Men have wandered about its fringe, baffled by the shifting ice from making any extended trip inside. We know the shores of the Polar Sea, but the great white space of 1,000,000 square miles which is its centre has never been seen by any man who has returned to tell the tale.

OASIS IN FROZEN DESERT.
We hope to fly over the centre of it. We may be rewarded by the sight of land, or we may not, but it will be a thrilling experience to look upon a region that has defied every effort to spy out its secret.
Our passage will be too swift for extended scientific observations. We are land hunters, seeking the rarest bit of land in the world, an oasis in the ice land, which, if found, should be worth much more than any similar strip in the world.

For in the future it will be man's base in the midst of the most isolated of all regions. The Arctic ice flow is a shifting drifting precarious footing. It is never where it was a short time before. It moves, constantly, and it engulfs those who venture into it, and hitherto it has been impregnable. We hope to conquer.

AT THE RIM OF MYSTERY.

One must always remember that the North Pole is not in the centre of the Polar Sea. The Pole is to one side, and much easier to reach than the centre of this great waste of ice. Even so, it took Peary 25 years to move over the shifting floes to within striking distance of the Pole. He was thwarted again and again in his attempts, and yet he went to one side much nearer a possible base than the centre of the unknown area.

Peary thought he saw land. McMillan seems to have proved that what Peary saw was a mirage, but Peary had good reason to believe that land was there. A large island, a very large island, indeed, could exist there with temperatures which would make human life possible without man ever being able to reach it over the ice. It is almost impossible for the person who has never been in the Arctic to realize how difficult it is to travel over the Polar ice.

MAY BE HABITABLE LAND.

The Arctic of the icefloe is a cruel. Life cannot be maintained without provisions in the interior. The winter spent in the Maud on the coast of Siberia in 1922-3 proved that. The further north one goes the more difficult it is to find any animal life. In our last aeroplane flight of more than 1,000 miles, we saw one seal and three birds. A man who could subsist on such rare game would be mighty thin by the time he got through.

But although it is so surely impossible to live on the Arctic floes from the life one finds there, and although travel may be so difficult over the ice as to make communication with the mainland impossible, it is not out of the realm of possibility that life may actually exist in the interior if there is any land to support it. Suppose, for instance, there is an island, a large island, in the interior. It will probably be surrounded by comparatively shallow water. In the summer months the ice will retreat a little way along the island shores, and when this occurs seals and birds will always be found. That would be a spot where life could be maintained indefinitely, but there would have to be land.

THE LOST WHALERS.

I have often wondered what would have happened if one of the hundreds of whaling ships that have been caught in the ice in Bering Straits since whalers first dared the icebergs had been carried into the interior of the floe and had caught on such an island.

The ice drift from Bering Straits is to the North towards the point where we expect to find land if it exists. These whalers shipped about 10 men each, and they always took native hunters and women with them. If they had drifted to the north and struck land at last, they would have been able to build houses with the timbers of the ship; they would have a large store of provisions to keep them until they got in stores of food from the seals and other sea animals and from the birds.

They would have found a comparatively mild climate in the summer months. The sun would have been warm for a good part of the year. They could have lived, multiplied, and thrived, but they would have been cut off for ever from civilization by the drifting ice.

FANTASTIC BUT POSSIBLE.

Such a picture may seem fantastic beyond words. Perhaps it is. But it is one of the things I have often wondered about. And yet it is not impossible if one assumes that land may exist there as it does in the Antarctic. We do not expect to find such a colony. It would be far too much to hope to find human beings there. It would be the most dramatic and amazing discovery in all human history.

To see living human beings on any land in the midst of the Arctic ice would make the traveller in a dirigible pinch himself hard and blink many times to make sure he was awake. It just couldn't be, and yet it is not impossible. Nothing is.

(Continued on next column).

AVIATION AND OLD AGE. A PLEASANT PROSPECT.

Old age is being robbed of its terrors.

No one now believes that a man is "too old at 40," writes the *Daily Telegraph*. On golf-courses, as well as on tennis lawns, grand fathers take their recreation with the second, and even the third generation—and not infrequently prove the better men. W. G. Grace in his day showed that a cricketer need not retire from the field because his hair is turning grey or has more or less completely disappeared. There is no age limit to the motorist. But it was generally assumed that aviation was the sphere of youth, and that the pilot's career necessarily came to an end when he had celebrated his 30th, or at most his 35th, birthday. When the conquest of the air was an achievement of yesterday and the aeroplane was still in the early stages of development, there was no doubt an element of truth in these reservations.

But it is now stated that there is no limit to the age at which a man may fly. "So long as he is certified as fit," he can go on flying as long as he likes. That declaration, made by a responsible officer of the Royal Air Force, opens up interesting and, indeed, exhilarating possibilities. Aviation is still somewhat of a novelty. Few of us have acquired the air habit. But the time will come when tens of thousands of men will have learnt how to handle an aeroplane, and the art of the pilot will have been greatly simplified by the remarkable progress in design and construction which is now being made, as well as by the invention of safety devices. The pilots of today are showing no inclination gracefully to retire in favour of neophytes fresh from school or university. Does the future hold the prospect that old gentlemen, with horn-rimmed spectacles to correct any defects of vision due to advancing years, will pursue their way through the skies with the same assurance that octogenarians to-day manipulate motor-cars? The prospect is an alluring one. Browning's words, "Grow old along with me, the best is yet to be," will acquire a wider significance when Darby and Joan can take a tour by air with as much assurance as to-day they celebrate their golden wedding by starting on a motoring trip. Darby competently holding the steering-wheel.

REGION OF PERFECT QUIET.

This unexplored Arctic is a place where no man has ever returned—a region of snow and ice and perfect quiet, where all ordinary human values lose their proportions. I have been asked many times what is the distinctive characteristic of Polar territory, whether north or south. It is the quiet, the absolute peace which surrounds one—the sense of complete freedom to do what one wants to do. There is nobody to interfere. The individual is alone when isolated in the Arctic or the Antarctic. But I like it. There is no sense of loneliness, and only peace, and quiet, and freedom. Of course there is nothing to do with one's freedom, but you have it and it is satisfying. No man can lift his voice and say you should not do that.

THE UNKNOWN PLACES OF THE WORLD.

There is a vast difference between the North and South Poles. I had the good fortune to reach the South Pole first, achieving my purpose largely by careful planning and luck; luck is always a factor in such expeditions. But there is a difference in the method. The South Pole lies on a great continent with peaks as high as the depths of the North Polar sea. The Poles have kept their silence long and well, but if they retain them now that man has made himself independent of his earthly path. There will soon be no more unknown places and nothing for explorers to do.

I am glad that I did not live much later. The moon would be the only possibility.

NEW BRIDGE SCORING RULES.

ADOPTED IN NEW YORK.

NEW HONOURS.

Honour values were based on suit values under the old auction bridge code. The new rules prescribe the following, uniform for all suits:—

Three honours	30 points
Three in one hand, fourth in partner's	40 points
Two in each hand	40 points
Two in one hand, three in partner's	50 points
Four in one hand	50 points
Four in one hand, fifth in partner's	90 points
Five in one hand	100 points

NO TRUMP HONOURS (UNCHANGED).

Three aces	30 points
Four aces	40 points
Four in one hand	100 points

New York, May 8th.

Auction bridge has taken note of the demand for new styles at the Easter season.

A new set of rules, sponsored by The Whist Club of New York City, makes three important alterations. They are:

Honour values revised, so that honours are scored uniformly for all suits instead of varying in accordance with trick values. Bidding in minor suits stimulated.

High instead of low wins the deal and decides partnerships in the draw.

New penalties imposed for the revoke.

Other changes regulate the correction of insufficient bids and leads out of turn.

SPADES HIGHEST.

Five wealthy New York business men, comprising the card committee of The Whist Club, drafted the revised code. Approval of the American Whist League has been given.

The revisions are the first since 1920. Edicts of the New York club are observed in several foreign countries, including Canada, as well as in the United States.

Adoption of the new scheme of honour values is the most radical of the rules changes. Scoring is simplified and the importance of bids in the minor suits is enhanced by the change. Honour values in No Trump bids are not altered.

In the draw, as between cards of equal rank, the suits rank: Spades (highest), Hearts, Diamonds, Clubs (lowest). High wins, reads the brief new rule on the draw.

An insufficient bid—that is, one which isn't higher than the last previous bid—may be corrected by the bidder without penalty before another player calls attention to it or declares. The correction must be in the same trump, however.

If the player on the left of the insufficient bidder declares before attention to the error is called, the insufficient bid stands and is treated as if sufficient.

OVER-BID IS VOID.

If another player calls attention to the insufficient bid before it has been corrected and before the next player has declared, the erring bidder must make his bid sufficient and his partner is barred from further bidding. The erring bidder has his choice of suits or No Trump to correct the insufficiency, however.

Bids of more than seven are void, and as penalty either opponent may demand a new deal, require the declaration to be played by the offending side at seven, undoubled or doubled, or direct that the auction revert to the last legitimate bid and be continued by his side from that point.

A new provision on leads out of turn reads:

"Should Declarer lead out of turn either from his own hand or Dummy, such lead shall stand, unless an adversary call attention to the error before he or his partner plays. When attention is called to the error in time, Declarer must lead from the proper hand; and, if that hand have a card of the suit led from the wrong hand, he must lead that suit."

The Whist Club of New York, according to its officials, was the first place in America where the imported game of bridge was played. This was about 30 years ago. The club prepared rules for its own membership at first. Gradually, its rules won recognition throughout the country. It has held the rule-making prerogative ever since.

SLEEPY SICKNESS "DEMONIACS."

CHILD WHO FILLED FAMILY'S
BOOTS WITH JAM.

Startling details of the after-effects of sleepy sickness (encephalitis lethargica) upon children were given by Dr. C. P. Symonds, in a lecture at the College of Nursing, Henrietta-street, London.

It had been discovered in many cases, said Dr. Symonds, that honest, sweet-tempered, tractable children became transformed, after suffering from the disease, into perfect little demons.

Their morals deteriorated to such an extent that they took to stealing, lying, swearing, and every form of spiteful and mischievous activity. The trouble was accentuated in numerous instances because the unfortunate children became particularly lively and restless late in the day.

A typical case was that of a boy who at the hour when other young people were retiring to rest would enter upon a night of activity, which included singing, whistling, swearing, and attacking his brothers and sisters.

TRYING OUT A FAMILY.

Another child showed great ingenuity in devising fresh pranks. His crowning effort was to tire out all the other members of the household so that they fell asleep from sheer exhaustion, and then to collect their boots, take them to the pantry, and fill them with jam.

Police court and reformatory treatment did not produce a cure, but reasonable moral treatment occasionally had most encouraging results. A lad who had had an attack of sleepy sickness was fortunate to have for a mother some fifteen stone of solid, purposeful, placid womanhood. She neither spared the rod nor spoiled the child.

Thanks to her firmness and good sense, the boy to-day, at the age of fifteen, was a useful worker bearing a good character and holding a regular job.

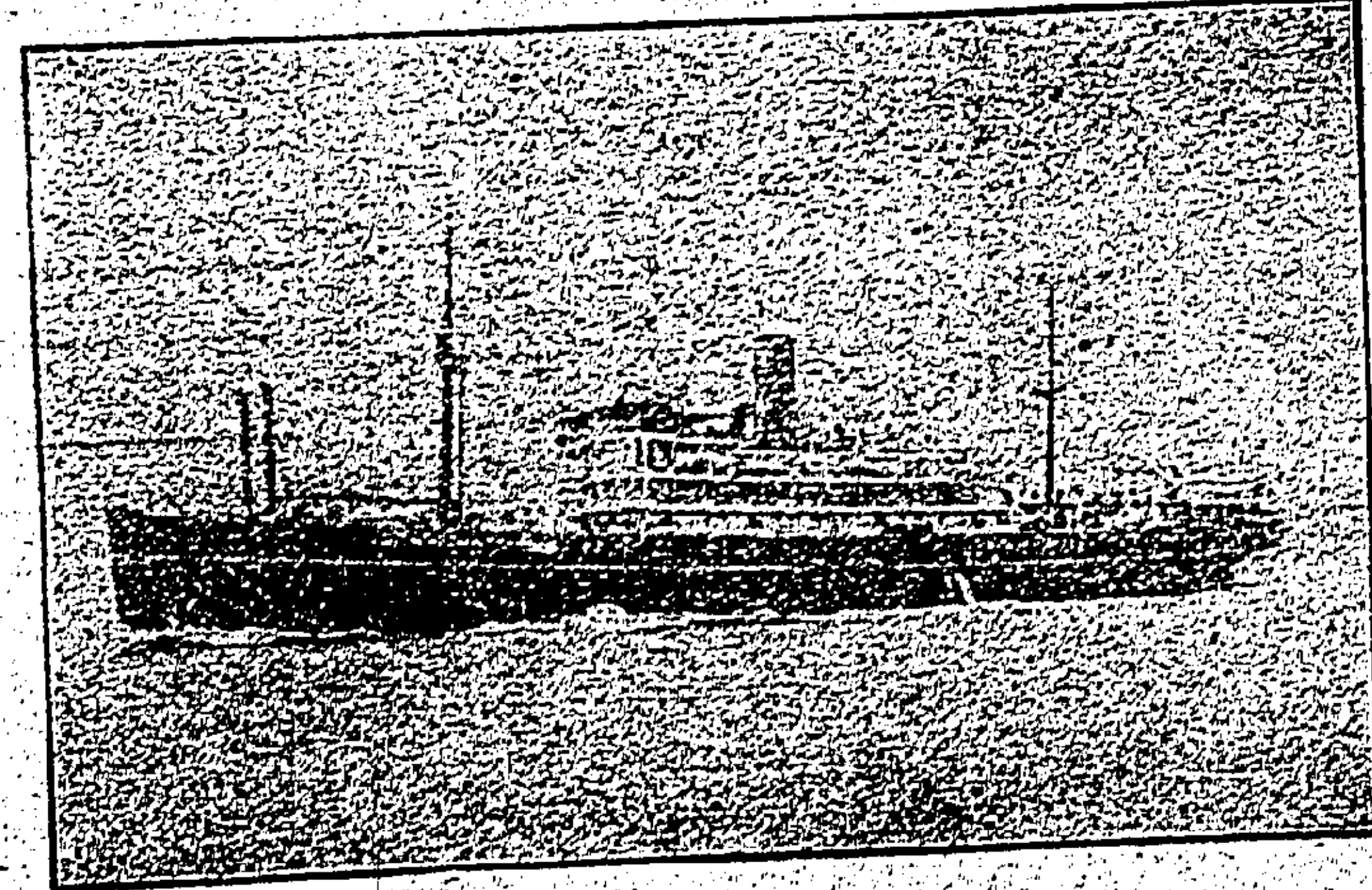
That was an unusual instance, and he regretted that the deterioration in character of children who had suffered from sleepy sickness must, in a number of cases, be regarded as permanent. The most their parents and the State could do was to prevent them from becoming a nuisance to the community.

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E. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

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AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 15th June.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

(ANDREW WALKER & CO., LONDON.)

Sailings from Hongkong
M.V. "CEDARBANK" ... via Suez Canal ... End June.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong 23rd May.
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong 23rd June.

FARES TO LONDON "A" 1st Class £53. 2nd Class £20.

"B" 1st Class £30. 2nd Class £15.

MAURITIUS & SOUTH AFRICA**ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Obinde, Inhampene, Zanzibar, Mombasa, Kilindini, Port Natal, Lourenco Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE**IMPROVED SERVICE**BY
FAST MOTOR VESSELS

TO

**BOSTON
NEW YORK
PHILADELPHIA**

M.V. "JAVANESE PRINCE" ... Leave Hongkong 7th June

M.V. "ASIATIC PRINCE" ... 3rd July

M.V. "JAPANESE PRINCE" ... 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegram: Furprince.

King's Building.

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**HOLLAND EAST ASIA LINE****of the United Netherlands
Navigation Company.**

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "OLDEKERK" ... 31st May, 1926

SAILINGS FOR EUROPE:

S.S. "ALDEBARAN" ... 15th July, 1926

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No. 1876

Agents,

York Building.

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**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"PERIM"	7,648	23rd May	Marseilles, London and Antwerp.
"MALWA"	10,941	29th May, Noon	Marseilles and London.
"MIRZAPUR"	8,715	2nd June	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	8,233	7th June	Singapore, Penang, Colombo & Bombay.
"KEYBER"	9,114	12th June	Marseilles, London & Antwerp.
"KIDDERPORE"	5,334	21st June	Singapore, Penang, Colombo and Bombay.
"MANTUA"	10,992	28th June	Marseilles and London.
"JEYPORE"	5,318	8th July	Marseilles, London and Antwerp.
"KALAMALA"	9,128	10th July	Singapore, Penang, Colombo and Bombay.
"PADUA"	8,907	18th July	Marseilles, London & Antwerp.
"KASHMIR"	8,907	22nd July	Marseilles, London and Antwerp.
"TANTURA"	10,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACDONIA"	11,089	31st Aug.	Marseilles and London.
"KALWAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles and London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	18th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,992	15th Nov.	Marseilles and London.
"KALAMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALMA"	10,000	23rd May, 11 a.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	29th May	do.
"TAKADA"	8,949	8th June	do.
"SANTHIA"	7,754	27th June	do.
"TILAWA"	10,000	5th July	do.
"TALAMBA"	8,018	11th July	do.
"SHIRALA"	7,841	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,958	1st June	Manila, Sandakan, Thursday Island, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
"ARAFURA"	6,000	29th June	Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th July	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"KIDDERPORE"	5,334	19th May	Shanghai, Moji and Kobe.
"TAKADA"	8,949	21st May	Kobe.
"MANTUA"	10,992	27th May	Shanghai, Moji & Kobe.
"PADUA"	8,907	30th May	Shanghai and Kobe.
"SANTHIA"	7,754	11th June	Moji and Kobe.
"KALAMALA"	9,128	18th June	Shanghai, Moji and Yokohama.
"TANTURA"	10,585	24th June	Shanghai, Moji and Kobe.
"TILAWA"	10,000	15th June	Kobe and Yokohama.
"TALAMBA"	8,018	20th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,905	25th June	Moji, Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Shanghai only.
"ST. ALBANS"	4,500	8th July	Shanghai, Moji, Kobe and Yokohama.
"RANPURA"	10,585	8th July	Shanghai, Moji & Kobe.
"DELTA"	8,097	22nd July	Shanghai, Moji & Kobe.
"MACDONIA"	11,089	2nd Aug.	Moji, Kobe, Osaka and Yokohama.
"TANDA"	6,958	2nd Aug.	Shanghai, Moji and Kobe.
"KALWAN"	9,144	18th Aug.	do.
"MALWA"	10,941	18th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	7th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	18th Sept.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia routes are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW

HAIPHONG ... Capt. Ellis Walker ... Tuesday, 18th May, at 1 p.m.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Friday, 21st May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING," "HAIPHONG" and "HAICHING" at the Reduced Rate of \$40.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

MANILA	"YINGCHOW"	On 18th May	6 a.m.
AMOY & SHANGHAI	"CHENAN"	On 18th May	6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 18th May	10 a.m.
BANGKOK	"KWANGTUNG"	On 18th May	Noon.
AMOY, SINGAPORE & BANGKOK	"KIANGSU"	On 18th May	4 p.m.
HOIHOW & HAIPHONG	"YAMING"	On 20th May	10 a.m.
SWATOW & SHANGHAI	"SZHOUHUN"	On 20th May	4 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 21st May	6 a.m.
SHANGHAI	"SINKIANG"	On 23rd May	8 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 23rd May	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 24th May	4 p.m.
AMOY & SHANGHAI	"SUOCHOW"	On 25th May	6 a.m.
BANGKOK	"KALUAN"	On 25th May	4 p.m.
AMOY & SINGAPORE	"KAYING"	On 26th May	Noon.
SHANGHAI	"LIANGCHOW"	On 26th May	4 p.m.
SHANGHAI & TSINGTAO	"SUNYING"	On 26th May	6 a.m.
SHANGHAI	"SHANTUNG"	On 30th May	6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone: CENTRAL 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	22nd May, Noon
CHANGE	16th June	22nd June
TAIPING	17th July	23rd July
CHANGE	14th August	20th August

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**

Telephone: CENTRAL 36.

Agents.

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DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "HOWES CASTLE" ... Sailing on or about 19th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
S.S. "FUMEL" ... Sails about 17th May.
M.V. "YIMINAL" ... Sails about 31st May.
M.V. "ESQUILINO" ... Sails about 30th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta about 10th May via Hongkong and Colombo.
S.S. "UMZUMBI" ... Sails from Calcutta about 2nd June via Hongkong and Colombo.
S.S. "UMSINGA" ... Sails from Calcutta about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

S.S. "ATREUS"	... Via Suez Canal	21st May.
S.S. "LYCAON"	... Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

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